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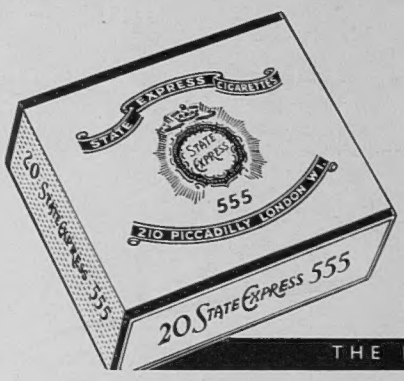

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J. WENTWORTH DAY (*Time & Tide*)

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Published by Michael Joseph

Frank turns Winetaster

Here we are exploring the Bodegas, traditional wine lodges of Madeira. And Frank claims the spotlight with unsuspected talents as a connoisseur of fine wines. How's this for a vintage Malmsey? Just savour the superb bouquet of this '47 Verdelho—sheer heaven in a glass.

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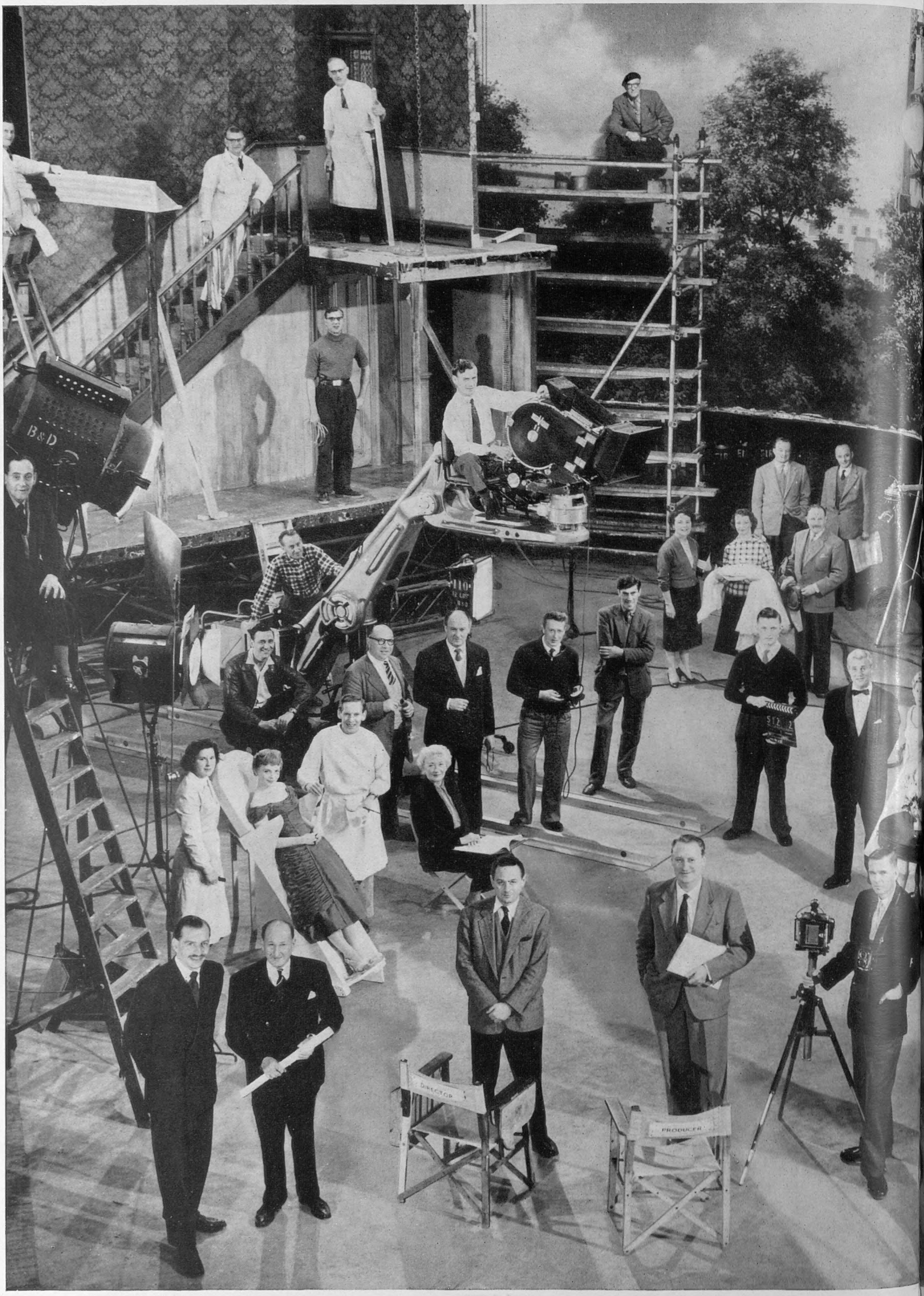
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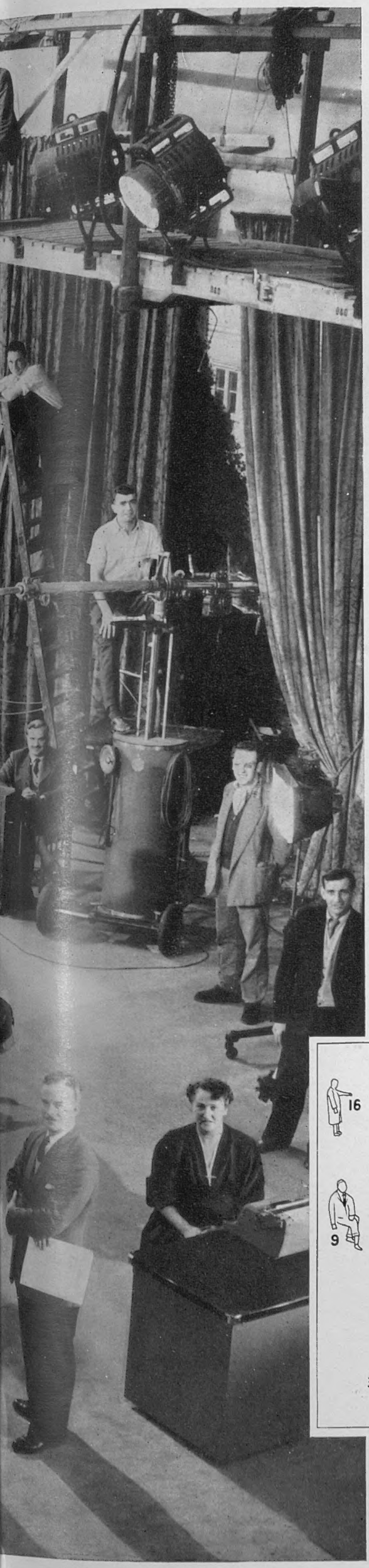

Who gets a moving picture moving?

"QUIET PLEASE! Sound? Camera? Action!" The cameras roll. The Clapper boy claps. The Artists act. And the Director stares with the unblinking eye of the visionary — judging how it will all look on film.

Our photograph shows you the men and women who actually get a moving picture moving. Before they can even begin, the producer, writers, research workers, location staff, the art director and many others work for months, sometimes a year or more, in preparation for the command, " Action ! "

The services of these very skilled people over so long a time represent a heavy investment. A full, planned programme of film production for world markets multiplies that investment many times over. The Rank Organisation has such a programme. But it can only continue this if in the long run the producer can at least recover his costs.

Few British films achieve this modest goal ; chief obstacle is the level of United Kingdom Entertainment Tax. This Tax is crushing both the film maker and the exhibitor. Each must be able to make a reasonable profit if the industry is to thrive. We sincerely hope the Government agree with us and, in the interests of the entire British film industry, will substantially reduce cinema Entertainment Tax in the next budget.

1 *Director*
2 *Producer*
3 *Still cameraman*
4 *Dubbing & music mixer*
5 *Production secretary*
6 *Property man*
7, 8, 9 *Electricians*
10 *Sound mixer*
11 *Sound boom operator*
12 *Drapes man*
13 *Scenic artist*
14 *Carpenter*
15 *Painter*
16 *Plasterer*
17 *Rigger*
18 *Camera operator*
19 *Camera grip man*
20 *Camera crane operator*
21 *Chief electrician*
22 *Director of photography*
23 *Focus puller*
24 *1st Asst. Director*
25 *Clapper boy*
26 *Tony Wright*
27 *Jill Ireland*
28 *Fashion designer*
29, 30 *Wardrobe assistants*
31 *Art Director*
32 *Construction Manager*
33 *Continuity girl*
34 *Make-up artist*
35 *Jill Dixon*
36 *Hairdresser*
37 *Film editor*
38 *Production Manager*

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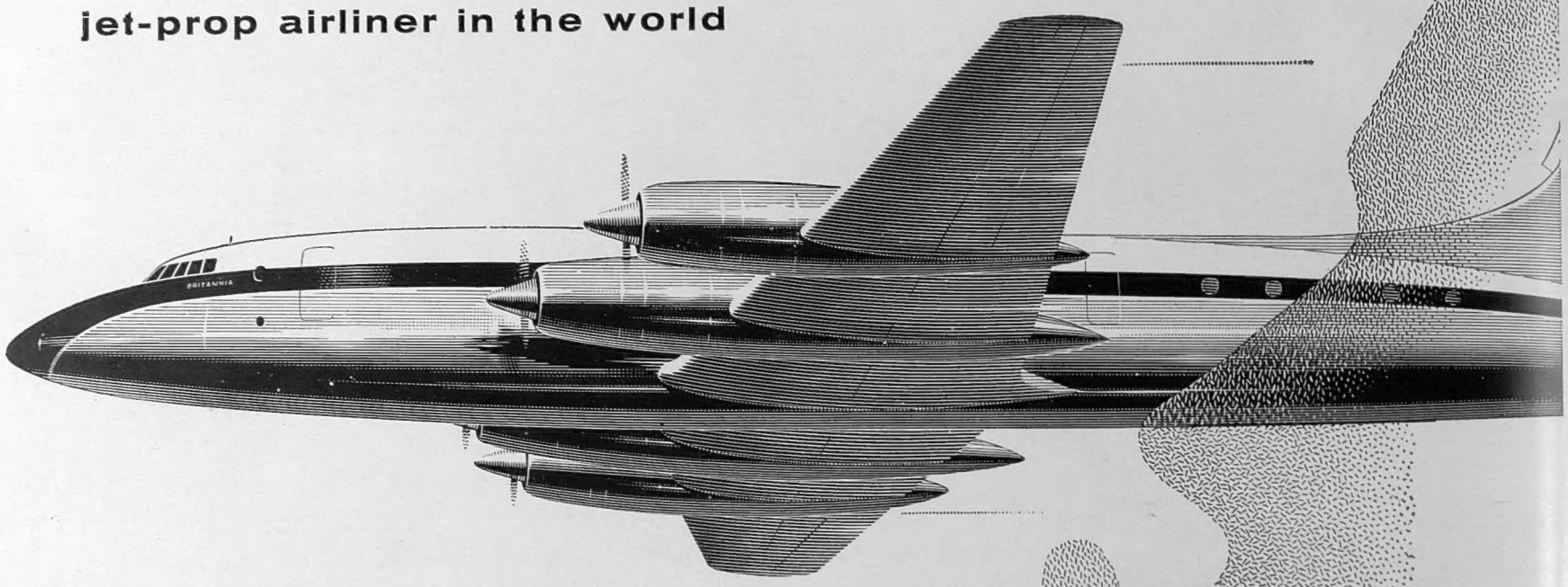

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Volume CCXXVIII No. 2969

The SPHERE, London, February 23, 1957

The SPHERE

with which is incorporated THE GRAPHIC

THE ROYAL REUNION IN PORTUGAL—THE QUEEN AND THE DUKE OF EDINBURGH MEET AT MONTIJO AIRPORT, BEFORE THE STATE VISIT : They are in conversation with Dr. Paulo Cunha, the Portuguese Foreign Minister, after alighting from the airliner in which the Queen had flown from London. Her Majesty had been welcomed in the plane by the Duke, who had driven from Setubal following his arrival there in the Royal Yacht *Britannia*.

After their meeting at Montijo Airport last Saturday the Queen and the Duke of Edinburgh drove direct to Setubal, 20 miles away, for a quiet week-end before beginning their four-day State visit to Portugal. The Duke, who had arrived earlier at Setubal in the Royal Yacht *Britannia* at the end of his four-month tour of the Commonwealth, welcomed the Queen in the aircraft and then followed her down the steps for the meeting with the Portuguese Foreign Minister and other officials. At Setubal, where the Queen and the Duke made their headquarters in the Royal Yacht, they visited the Duke of Palmela, a former Portuguese Ambassador in London, and then set out for the voyage up the River Tagus to Lisbon. In the capital last Monday morning the Royal visitors went ashore in the 150-year-old golden Barge of State, which had been used by King Edward VII during his visit in 1903, and were welcomed at Black Horse Square by the President, General Craveiro Lopes, and Madame Lopes. More pictures from Portugal are on pages 292-93.

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HONOURED BY THE QUEEN

OUTSIDE BUCKINGHAM PALACE: The Rev. K. A. Puntan, the Assistant Chaplain-General to Southern Command, is with his wife and mother after receiving the C.B.E. Most of those at the Investiture were New Year Honours.

RECIPIENTS FROM SCOTLAND: Major Charles McGregor, of Edinburgh, who received the M.B.E. at the Investiture, is accompanied by his wife and sister. Below—Lieut.-Colonel A. F. Hendry, of the Argyll and Sutherland Highlanders, an O.B.E., is seen here with his wife and daughter.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

195-198, STRAND, W.C.2.

The Duke of Edinburgh.—I make no doubt that when the Duke of Edinburgh drives to Guildhall next week, London will signalise very heartily its appreciation of his ambassadorial circumnavigation of the globe. That these Royal visits to the Commonwealth, not least to the lonely outposts, are of great constitutional importance has been proved again and again in recent reigns, and it was due, no doubt, to the plethora of crises that less than customary publicity was accorded to the Duke's programme. It is obvious that at the height of the Suez crisis, covering Sir Anthony's resignation, he greatly desired to break off the programme and fly back to be at the Queen's side. But the fact that he carried out the full programme is a measure of the importance the Queen attached to it. It is pleasant to think that now, after a very long separation at an anxious time, they are united again to carry out together a multiplicity of duties which stretch far into the summer.

"Eyeless in Gaza."—You can turn Gaza into a comic "strip" with all sorts of play on the word "Eye." But if the eye of Mr. Hammarskjold, and his temporary denture of teeth also, are not pledged to keep a grip on Gaza, there will be nothing comic about the Gaza Strip when public opinion has forced Israel out. Israel has seen Egypt, a constant aggressor and licensed saboteur of the pledged word, consistently favoured in the U.N., held up as a pattern of morality and herself branded as a malefactor by the bloc votes and individual interests of a majority of its members, who vote not on facts disclosed, but on prejudged determination on all issues before the Assembly. Israel is in a stronger position in her stand for pre-withdrawal guarantees for Gaza, than may appear on the surface, and I sincerely hope she will, by maintaining that stand, enable the U.N. to think again and not sacrifice its last hope of reputation by adhering to a resolution which brands it at once cowardly, partial, and hopelessly unrealistic and ineffective. What sort of a boys' school do we want our civilisation to be? One ruled by the lowest form and a handful of bullies, or one guided by boys who have worked their way up the school and by their general conduct earned selection as prefects? There are no stained-glass saints in any school, but, for my part, I am weary of a "civilisation" at the mercy of gamins and bullies. If Britain does not now insist on a show-down on *all* the issues arising from the re-opened Suez Canal, any hopes I may have had that the new Premier meant what he said when he spoke of the futility of appeasement in matters of high principle, will vanish. Surrender to expediency is national bankruptcy in a more virulent form than oil starvation. And if America does not now co-operate with us in that stand, the Pilgrims have dined and wined in vain.

The Fruits of Education.—"I hope nobody is going to tell me we are spending too much on education. If so, he is in for a rude shock. The cost of education is going up and it is going on going up." So said Lord Hailsham in Lewisham. Unfortunately, Sir Reginald Watson-Jones was not in his audience when Lord Hailsham spoke. He might have risen to complain more of the quality than of the quantity of national education. For he has been engaged on marking the papers of sixteen- to seventeen-year-old grammar and secondary schoolboys who had been encouraged by their masters to sit for scholarships and it appears that a majority of them are practically illiterate. If they used only simple words their inability to spell might appear less shocking. But they prefer what Sir Ernest Gowers brands as "gobbledegook" and love to mishandle the long words and muddy phrases beloved of bureaucracy. Never having time to read, they hear these phrases mouthed on their recreation boxes and have never acquired knowledge of the essential roots of words. Sir Reginald also judges by his experience that these boys are allowed to be bone-idle. From America (whence all good fashions come) we learn what rich rewards await industrious little boys. For example, Leonard Ross, of California, aged eleven, while perhaps neglecting spelling, has concentrated since his eighth year on the stock markets and knows everything there is to know about stocks. This knowledge has won him prizes of £58,000 on TV quizzes. Stevenson, in describing the education of Loudon Dodd at Muskegon College in the *Wrecker*, merely anticipated this admirable education specialisation. To guarantee that our coming race will be adequate to meet the challenge of our times, Lord Hailsham might do worse than devote some of our money allocated to education to "worth-while" money prizes for winners of spelling bees. What could be better for the future of England than to turn off a few outstanding scholars with a fortune ready-made before their eighteenth year?

North Lewisham.—Reading the reports on the North Lewisham by-election, I looked up at a small picture above my chimney-piece. It is called "By the banks of the Ravensbourne," and is by that competent painter A. Vickers, R.A., who, born in the eighteenth century, survived his more famous son into the mid-Victorian era. He painted a lot of country scenes in Kent, and some of his smaller pictures might be mistaken for Constables. They are just within my limited means as a collector who likes to record the English country scene a century ago. To-day, no doubt, this rustic idyll is a built-up area, the stream an underground sewer, the cottage exchanged for a criss-cross of shops and villas, the cows, the copses and the meadows remembered only by the oldest inhabitant. Since Vickers' death in the '60's of last century, Lewisham must have quadrupled its population. By 1900 it had reached 125,000. To-day, I suppose, it must be double that figure and is, of course, electorally divided. The cows are gone, but by-elections at any period are apt to reintroduce a rustic touch. There are always plenty of sheep about at such times who imitate the time-honoured practices of their kind. A flock of sheep need no solid obstacle to induce them to jump—at a by-election.

Arundel Castle.—For people interested in ancient traditions and peerage history, there is much to commend in a study of a Private Bill lodged in the House of Lords and designed to place Arundel Castle "in trust for the nation and as a residence for the Earl Marshal of England." It requires the breaking of the entail held in tail male by the Duke of Norfolk, Earl Marshal. The Strand property is to find an endowment of £250,000 and the trustees will be the Earl Marshal, the Master of the Rolls and the chairman of the Norfolk Trust executive—at present Lord Esher. The Duke of Norfolk has four daughters but at present no son. He is sixteenth of his line. His heir presumptive is Lord Fitzalan. After him there are a number of collaterals well furnished with male heirs, including Lord Howard of Glossop, who has four sons, Sir Algar Howard and Lord Howard of Penrith. These, I believe, hark back to the 11th Duke in descent from Henry Howard of Greystoke. The earldom of Arundel is the oldest peerage dignity in England which that of Mar claims to be in Scotland. In the fifteenth century it was established as a peerage by tenure—whoever held the castle of Arundel was *ipso facto* Earl of Arundel. Early in the seventeenth century this was reversed and the castle was attached to the earldom and an entail settlement then made assured and limited it to heirs, male, of Thomas, Earl of Arundel and Surrey. Since then the title became merged again

INQUIRING INTO THE EXPORT TRADE IN LIVE CATTLE

A COMMITTEE APPOINTED BY THE MINISTER OF AGRICULTURE HOLDS ITS FIRST MEETING IN WESTMINSTER: From left are Mr. G. N. Gould; Mr. A. J. Champion, M.P.; Mr. T. P. Marten (Secretary); Lord Balfour of Burleigh (Chairman); Lady Tweedsmuir, M.P., and Mr. Clyde Higgs, M.C. They are the members of the committee which is inquiring into the export trade in live cattle from Great Britain to the Continent for slaughter.

in the dukedom of Norfolk. Later in the seventeenth century the office of Earl Marshal became hereditary in the family of the Dukes of Norfolk by letters patent. The new Bill is intended to attach the right of residence in the castle, therefore, to the holder of the office of Earl Marshal. Thus, if the Bill becomes law, Arundel will join Petworth and Uppark as National Trust properties in that pleasant quarter of West Sussex, famous for its great houses, and the Bill clearly assumes that no iconoclastic hand will—whatever hereditary rights may be shorn from the hereditary peerage—lay violent hands on hereditary court appointments in the foreseeable future. The office of Earl Marshal is assumed to possess a more assured future than the titles, privileges and dignities of Dukes of Norfolk. But provision is made to keep the castle in the family if such an iconoclasm came about.

Drink.—Reading the other day a pleasant and healthy novel by Ann Bridge, I was struck (as I am constantly struck when I read modern novels about American and British business people or spivs) with the enormous amount of space given over to drinking. The chief characters were pleasant young people from the Highland-landowner class, and their powers of absorbing alcohol non-stop without becoming totally drunk were astonishing and the record of drink taken became positively boring. Oddly enough, most of the *dramatis personæ* were in North Africa from motives of economy, or, if on a job, were compelled to work part-time to support life. It is a problem which constantly puzzles me how so many young and old non-stop drinkers manage to keep abreast of the fashion. I am prepared to believe that their heads and stomachs can stand the strain, but how can their purses? In France to-day the nation spends £1,100,000,000 a year on alcohol, far more than on clothing or meat, more than twice as much as on medical and chemical products. In America and the big industrial cities of England, there is hardly a business deal which goes through except after weeks of libations put to expense account. Drunkenness among persons under twenty in Britain has increased fearfully of late, and in some cities adult drunkenness has kept pace. But over all, it seems, young people find the means to swill while their parents are compelled to ration that modern fashion to their purses. Of course, this generation in Britain is not the first to be branded with the charge of drunkenness. In 1906/7 we devoted more than half our total expenditure on drink, sport, the Navy, paupers and interest on the national debt. But alcohol was cheap in 1906. I wish Ann Bridge would tot up the cost to her heroine of the drinks she bought herself, as related in that novel.

February Fill-Dyke.—In its first two weeks February 1957 lived up to its ancient reputation. The dykes are full and the banks slipping in. February 1956 produced a total of ½ in. of rain. The first two weeks of February 1957 produced 6¼ ins. of rain. It rained every day and blew great guns. Only on February 6 did it relax during daylight hours and provide a foretaste of April. Of course, these contrasts in February rainfall do not mean a thing. We have got to have our rain ration and we certainly expected it this winter after a dryish spring and summer. And we got it. Between December 1 and February 12 well over 14 ins. fell. And still it falls ceaselessly. And now all who worry about landslides, small or big, must be in prayer that the inevitable freeze-up will be delayed until some of this spongy tonnage has had a chance to dry up. Otherwise February fill-dyke will fill the dykes with something more permanent than water and many roads and railways will be blocked by collapsed banks. Farmers who work on the claylands in the Sussex Weald and elsewhere must be wondering whether the ground round the cattle gates will ever be passable again except in thigh-boots. But neither the farmers nor the horticulturists nor the fuel controllers nor the housewives nor the aged and sick have much cause to complain of the ways of the winter . . . so far.

Channel Tunnel.—A director of Dunlop, speaking of the proposals for a Free Trade Europe, gave it as his opinion that that free market might come unexpectedly quickly and, he added, that an integral part of those proposals included a Channel tunnel. Thus, this old favourite raises its head again, and I am bound to say that, with the advances in science, both destructive and protective, most, if not all, of the military objections to that desirable project seem to have vanished. The financing of it is another thing. I suppose the costs of the project must have quadrupled (apart from the difference in purchasing power) since the project was first ventilated and I do not suppose, even if the free market were active in Europe, a Channel tunnel would be high on the list of urgent capital investment. But obviously it is a worthy and desirable project which should never be permanently shelved. Even the reform of the House of Lords, as hoary an old favourite, has its comebacks and revived hopes. But it is perhaps optimistic to expect a quick set-up of a free market for Europe.

THE OLD STAGER

A ROMAN TURRET DISCOVERED IN THE CITY

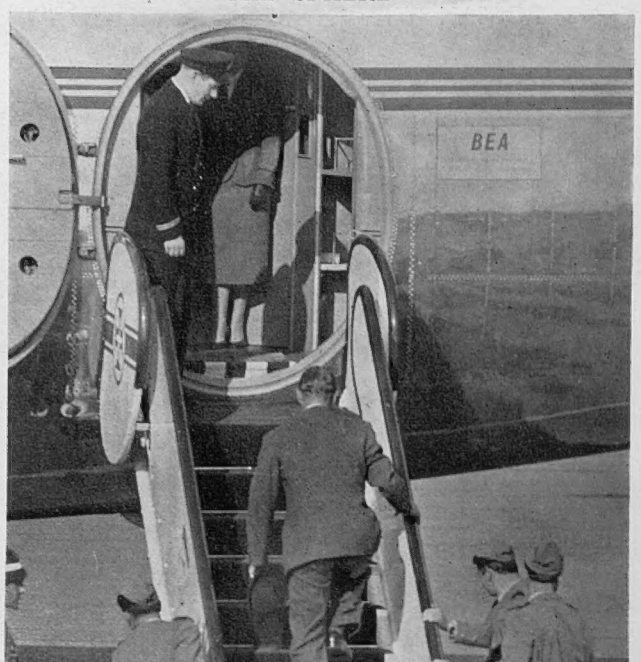
EXCAVATIONS IN PROGRESS AT FALCON STREET: Workmen continue digging near the remains of a Roman guard turret which has been unearthed on a City bomb site. The turret is part of the West Gate of the Cripplegate Roman fort. Questions were asked in Parliament about the future of the remains. The Minister of Works stated in reply that he was glad to say that the Corporation of the City of London has already arranged for the preservation of the West Gate and for access for inspection. Mr. Fletcher (Labour, Islington East) said he welcomed the decision since the gateway was the most outstanding structural symbol of London's strategic significance in the first century of its existence. The City Engineer has recommended to the Corporation of London that the remains should be preserved in the construction of the underground car park which is projected for the site in Falcon Street. Preliminary clearing work of the site had already begun and it was during this work that the turret was discovered among the foundations of the bombed buildings.

LABOUR WIN THE NORTH LEWISHAM BY-ELECTION

THE MAYOR OF LEWISHAM DECLARES THE RESULT OF THE POLL: Alderman A. A. Hawkins declares the result of the by-election in the Council Chamber of Lewisham Town Hall. From left to right are—Miss Leslie Greene, Ind. Loyalist (1,487), Mr. Norman Farmer, Con. (17,406), the Mayor, and Mr. Niall MacDermot, Lab. (18,516). The Labour majority was 1,110.

The by-election at North Lewisham was caused by the death of Sir Austin Hudson, the Conservative member. In the last General Election the figures were: Sir Austin Hudson (Conservative), 22,070; Mr. S. T. Williams (Labour), 18,834. The Conservative majority was 3,236. In the by-election the Labour candidate received 49·5 per cent. of the votes, the Conservative 46·5 per cent. and the Independent Loyalist 4 per cent. At the General Election the percentage figures were Labour 46 per cent., Conservative 54 per cent. in a straight contest. The by-election vote thus shows a poll increase of 3·5 per cent. for Labour and a Conservative drop of 7·5 per cent. Of the electorate, 70·8 per cent. voted in the by-election compared with 77·9 per cent. in 1955. The total electorate is now 52,864, an increase in voters of 379 since the General Election. This Labour victory at North Lewisham marks the first time since the war that any Government has lost a seat at a by-election to the Opposition. The Government's controversial Rent Bill is thought to have had a great deal to do with the result.

FAREWELL TO LONDON: The Queen turns to wave from the steps leading to the aircraft at London Airport. The Prime Minister was among those who bid her farewell.



THE QUEEN IN PORTUGAL

The Arrival at Montijo Airport and a Quiet Week-end Before the State Visit

On left—

THE DUKE OF EDINBURGH MEETS THE QUEEN: He is seen hurrying up the steps to the Viscount airliner to greet the Queen inside the aircraft. The Duke was the first person to go up the steps. This was their first meeting for four months. *Below*—**The Queen and the Duke leave the aircraft for the official welcoming ceremony.** They were greeted at the foot of the gangway by Dr. Paulo Cunha, the Portuguese Foreign Minister, who, in turn, introduced them to the other officials nearby. These included Sir Charles Stirling, the British Ambassador to Portugal, and other Commonwealth representatives. Although the public were not allowed inside the airport, crowds gathered along the road to Setubal to cheer the Royal visitors. Rain began to fall as the Queen and the Duke of Edinburgh went on board the Royal Yacht *Britannia*.

MEETING THE OFFICIALS: Accompanied by Dr. Paulo Cunha, the Queen meets Mr. S. F. du Toit, the South African Ambassador to Portugal, during the short welcoming ceremony.

AN INFORMAL MOMENT AT THE FOOT OF THE STEPS: The Queen and the Duke, who had just alighted from the aircraft, are in conversation with Portuguese Government officials.

THE QUEEN IS WELCOMED BY DR. PAULO CUNHA: He bows to Her Majesty as she is accompanied from the aircraft by the Duke. Within about ten minutes the Royal visitors were on their way to Setubal. In the villages through which they drove, the decorations included coloured bedspreads which had been hung from windows of the houses.

WIND AND RAIN MAR THE VISIT TO SETUBAL: *Left*—Sheltering beneath an umbrella and holding her hat, the Queen, followed by the Duke, walks from the quayside after coming ashore from the Royal Yacht *Britannia* last Sunday. They drove seven miles to Calhariz to lunch with the Duke and Duchess of Palmela. During the journey they saw some of the damage which had been caused by the gale. *Right*—Standing in the Royal barge, they prepare to return to the *Britannia*, anchored in the bay.

A "TERRIER" IS FIRED OVER THE MEDITERRANEAN: The American guided-missile cruiser *Boston* shoots a "Terrier" anti-aircraft supersonic missile from the launchers on her after-deck. The ship was engaged with the United States Sixth Fleet in the recent exercise "Green Epoch" in the Mediterranean. It was the first time guided missiles had been launched in the area.

On right—

THE FLAGSHIP: The U.S. battleship *Iowa*, flagship of Vice-Admiral Charles R. Brown, manœuvres during the exercise in the Mediterranean in which she led a force of some fifty American vessels. *Iowa*, completed in 1943, was last year refitted with her duapod mainmast for radar apparatus.

AN AERIAL VIEW: A Press photographer in a helicopter takes pictures of the exercise in which guided missiles were fired. Through the transparency of the aircraft's nose can be seen the U.S.S. *Iowa*.

GENERAL SPEIDEL IN MID-AIR: The Commander of N.A.T.O. Central European Land Forces, who watched the exercise, goes by chair from a destroyer to the U.S.S. *Forrestal*.

GUIDED MISSILE EXERCISE

U.S. Warships Fire Supersonic Weapons in the Mediterranean

Senior Commanders of NATO forces were among observers of the United States Navy exercise which made history in the Mediterranean. For the first time guided missiles were fired into the sky above this sea. Participating with the Sixth Fleet in Exercise "Green Epoch" was the guided-missile heavy cruiser *Boston*, which was converted to this role last year. She is equipped with the "Terrier," a slim, needle-nosed, supersonic anti-aircraft weapon fired from launchers on her after-deck.

Apart from the firing of guided missiles, the exercise was most impressive. Among the fifty ships taking part under the command of Vice-Admiral Charles R. Brown was the giant 60,000-ton aircraft-carrier *Forrestal*. The diversity of modern aircraft in her and in other carriers represents a potent striking force. There can be little doubt that the American Navy is prepared to carry out President Eisenhower's policy of military intervention in the Middle East should Soviet aggression warrant such drastic action.

AN AIRCRAFT-CARRIER PREPARES TO REFUEL AT SEA: With a diversity of aircraft on her flight-deck, the U.S.S. *Lake Champlain* steers close to an oiler to refuel in the Mediterranean. On the left are her escort vessels. Although the outstanding feature of Exercise "Green Epoch" was the firing of guided missiles, ample evidence was also given to observers of the ability of the Sixth Fleet to refuel at sea. By this means, the Fleet stationed in the Mediterranean has no need of shore bases there.

A GIANT WARSHIP IN THE EXERCISE: The United States aircraft-carrier *Forrestal* manœuvres during the exercise. Among the aircraft of many kinds on her deck are Sky-warrior twin-jet attack bombers. They are lying round the island of the ship which rises above the deck. *Forrestal* (60,000 tons) and her sister-carrier *Saratoga* are the two largest warships afloat. Her presence with the Sixth Fleet demonstrates America's determination to be able to implement the "Eisenhower doctrine."

THE BLOCKSHIP "AKKA" IS TOWED TO THE BITTER LAKES: Strung by cables between two German salvage vessels from Hamburg, the *Energie* and the *Ausdauer*, the Egyptian landing ship *Akka* is towed away from the shipping channel at Kilometre 81 in the Suez Canal. The vessel had been sunk to act as a blockship and had been one of the most difficult of the wrecks tackled by the United Nations salvage team. The final removal of the *Akka* was delayed for several days by currents, but she was eventually towed away, thus opening a channel for vessels of under 3,000 tons.

Final clearance of the international waterway depends, however, on the removal of two other major obstructions, the tug *Edgar Bonnet*, sunk near Ismailia, and the frigate *Aboukir* at the canal mouth near Suez. The Egyptian authorities have still not allowed salvage crews to start work on the *Edgar Bonnet*. They claim that the explosives in this wreck have still to be removed. Egyptian divers have been tackling this task for more than a month. General Wheeler, the United Nations salvage chief, has reported that unless permission to work on the obstruction is given at once the clearance date might be affected.

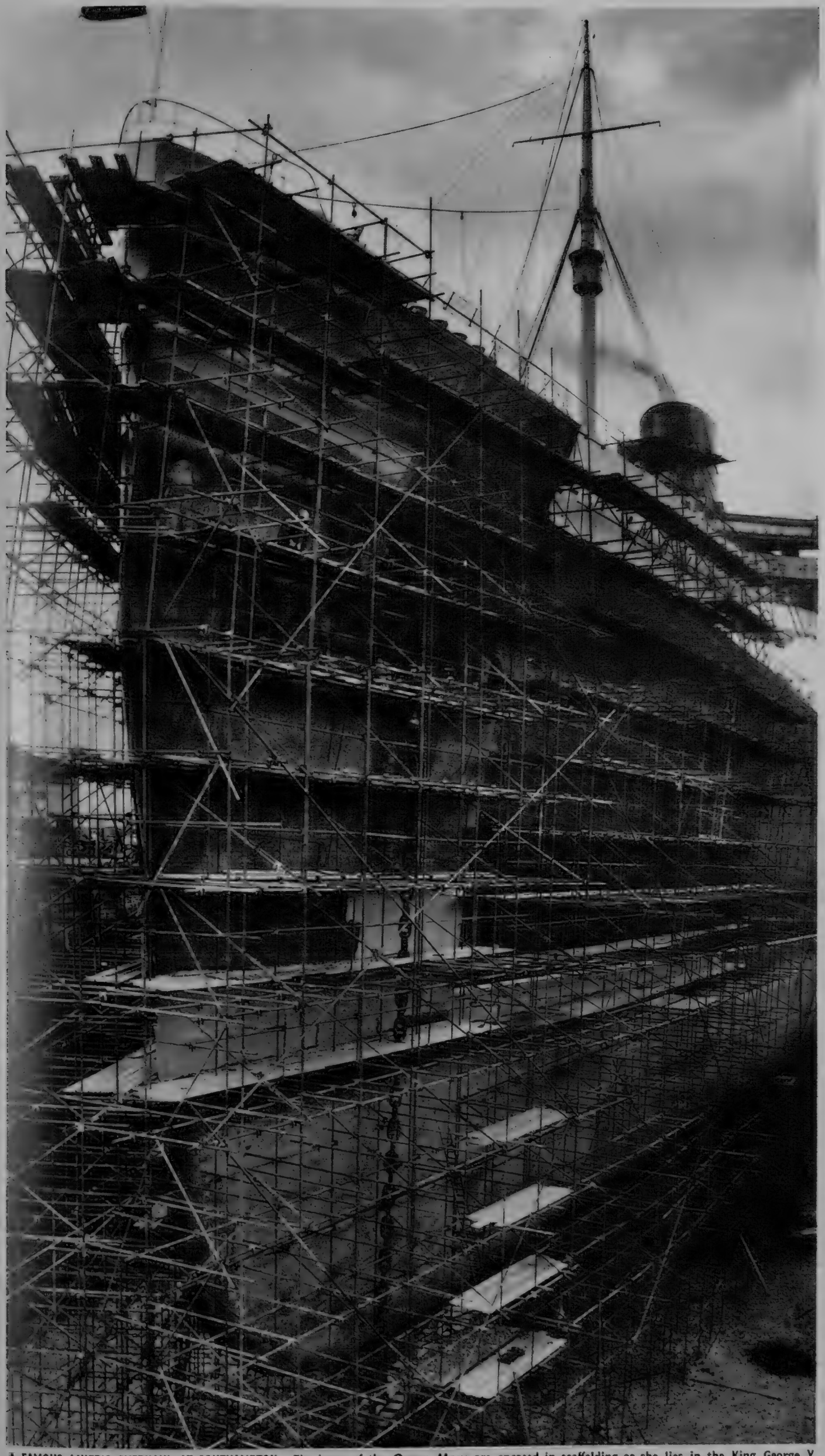
SUEZ CANAL CLEARANCE NEARS COMPLETION

The Blockship "Akka" is Towed into the Bitter Lakes Outside the Shipping Channel

AN ITALIAN TANKER TURNS BACK: The *Pianeta* (1,900 tons) lies moored in the Canal at the 61 kilometre mark while waiting for the blockship *Akka* to be removed. The Italian tanker, carrying a cargo of crude oil for Egyptian refineries at Suez, had left Port Said with two Egyptian minesweepers to make a passage of the waterway. She turned about, however, at the 61 kilometre mark and returned down the Canal to Port Said with the two other vessels.

ON BOARD THE "PIANETA": Captain Arigo Montini, the Master of the tanker *Pianeta*, is pictured on board his vessel while she lay moored at the 61 kilometre mark.

EGYPTIAN FRONTIER FORCES TAKE OVER FROM THE UNITED NATIONS: Three truck-loads of Egyptian troops move up to the frontier to take over from units of the United Nations Emergency Force. A crisis has arisen in the areas of the Gulf of Aqaba and the Gaza Strip, where Israel refuses to withdraw, despite United Nations and American pressure.



A FAMOUS LINER'S OVERHAUL AT SOUTHAMPTON: The bows of the *Queen Mary* are encased in scaffolding as she lies in the King George V dry-dock at Southampton during her annual overhaul. Over 2,000 workmen are engaged on this gigantic task which takes five weeks.

SPRING CLEAN FOR A GIANT

The "Queen Mary" in Dry-Dock

The 81,000-ton *Queen Mary* is this year not only undergoing her annual spring-clean as she lies in the King George V dry-dock at Southampton. Preliminary work is also being carried out in connection with the installation of Denny-Brown stabilisers, the equipment which reduces the roll of a ship at sea. A great deal of labour is involved and the actual installation will not be made until next year.

The spring-clean itself is an immense task which employs over 2,000 workmen of a great variety of trades for five weeks. Before the vessel has entered the dry-dock this army starts its operations. As soon as the passengers have disembarked from the last voyage, linen is collected from hundreds of state rooms and the four restaurants and, with blankets and coverlets, is landed for laundering and stocktaking.

Once in the dry-dock, the cleaning of the hull begins. Before it is painted with 7 tons of paint, it is also thoroughly inspected as are the propeller and the rudder. The 16-ton anchors are lowered to the bottom of the dock where every link of the chain cable is examined and painted. The lifeboats are taken to Messrs. Thornycrofts' works at Northam and there surveyed in every detail—buoyancy, drinking water, provisions and fuel tanks being tested and the diesel engines of each boat opened up.

In the *Queen Mary* herself every item of her gigantic mass of machinery is subjected to the closest scrutiny and all the electrical installations which, beside lighting, include 700 clocks, telephones and a mass of kitchen equipment, are examined. Then the entire interior of the ship has to be cleaned and attention given to the air-conditioning plants. Thousands of curtains and carpets must be maintained and a multitude of pieces of furniture painted and polished.

When the liner sails on her next voyage at the end of next month, passengers can be assured that there is no part of her which has not been inspected and overhauled. The *Queen Mary* will have been given the most thorough spring-cleaning it is possible to devise for her.

b

HELICOPTERS IN THE NEWS

And other Air Events in Europe and America

On right—

A NEW AMERICAN LIGHT HELICOPTER: The Hughes Model 269 poses for cameramen after making its debut at Culver City, California. Hughes Aircraft describe the ultra-light two-seater as being "radical in its simplicity and economy." The Model 269 is 8½ ft. high, weighs 850 lb. and can lift 900 lb. It has a cruising range of 170 miles at 75 m.p.h. The three different types of lightweight helicopter illustrated on these pages show the diversity of talent being displayed by manufacturers in this field. This is especially true of the United States, where research has been greatly aided in the form of numerous contracts issued by all the armed forces. No universal formula for a cheap one- or two-man helicopter has yet been arrived at; ramjet, rocket and piston engines are all being thoroughly tested for the "motor-scooters" of to-morrow.

Below—

HEAVIER TRANSPORT FOR THE U.S. MARINES: The first Sikorsky S-56 for this service flies at Bridgeport, Connecticut. It is already in use with the American Army and Navy and commercial operators. The S-56 normally seats twelve and can be quickly converted into a freighter with a payload of 2 tons. Standard equipment includes a rescue hoist and external cargo sling.

"FLYING JEEPS": The first batch of Edgar Percival E.P.9's is lined up outside the Company's works at Stapleford Aerodrome, near Romford, Essex. The E.P.9 is the first aircraft designed specifically for agricultural work to be given a completely unrestricted British Certificate of Airworthiness. As a feeder-liner it will be capable of carrying five passengers with normal luggage. An E.P.9 is shortly to be shipped to Australia for a series of sales demonstrations.

On left—

THE TWO-SEAT VERSION OF THE STARFIGHTER: A Lockheed F-104B displays its unique characteristics at Burbank, California. Most interesting of these is the half-conical "double-shock" air intake. This moves backwards and forwards to produce the precise shock-wave angle required at high speeds. At about 1,200 m.p.h. shock waves usually begin to obstruct a solid flow of air to an engine. The F-104B can serve either as a tactical fighter or as an operational trainer. It is probably the fastest two-seater aircraft in the world.

A DUTCH RAMJET HELICOPTER: Seen during a test-flight near Rotterdam is the first production model of the Nederlandse Helicopter Industrie H-3 Kolibrie. The two-seater machine weighs 440 lb. when empty and can carry another 883 lb. The Kolibrie has an endurance of one hour at a speed of 37 m.p.h. It is intended for farm work.

"HANDS OFF": Veteran test pilot Norman Lloyd demonstrates the stability of the Kellet KH-15 at Willow Grove, Pennsylvania. This research helicopter is powered by two small rocket engines mounted at the tips of the main rotor blades. The tanks on each side of the pilot contain hydrogen peroxide. The KH-15 weighs 234 lb. when empty.

A SKI-EQUIPPED ASSAULT TRANSPORT: This Lockheed C-130 Hercules first flew with skis on January 29. The take-off was made with conventional wheels from Lockheed's Georgia airfield. The object of the flight was to test the aerodynamics of the skis. Ski-landings and take-offs on snow are scheduled to take place next week in Bemidji, Minnesota.

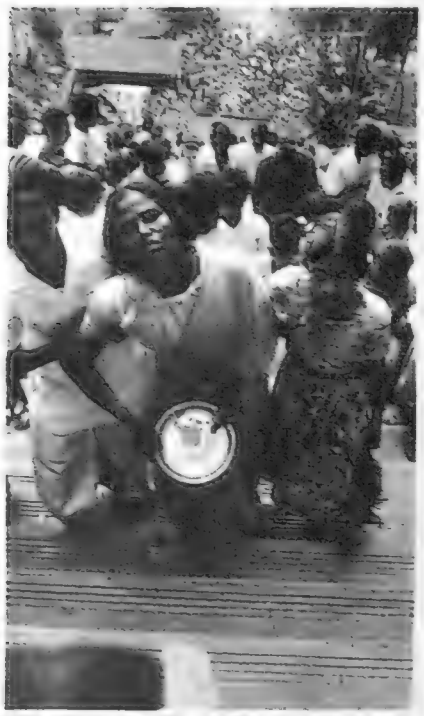
A TEST-BED FOR A COMPOSITE ENGINE: A new version of the French Nord 1500 Griffon is seen at Istres Airfield, near Marseilles. It first flew on January 23. The aircraft could be developed as a light interceptor but was specifically designed to test a new type of engine—a conventional jet with a ramjet embedded in it. The ordinary jet is used until there is enough speed for the ramjet to operate.

On left—

A POTENTIAL FRENCH WORLD SPEED RECORD HOLDER: On a runway near Paris is the Dassault Mirage 3 which last week achieved a speed of 1,056 m.p.h. in level flight. This was with full military equipment and its makers claim that if it were stripped down it could probably break the 1,132 m.p.h. official record set up last year by the British Fairey Delta 2. The Mirage 3 is French throughout, being powered by an Atar 101G engine which produces 9,700 lb. static thrust with afterburning.

THE FESTIVAL OF THAIPUSAM

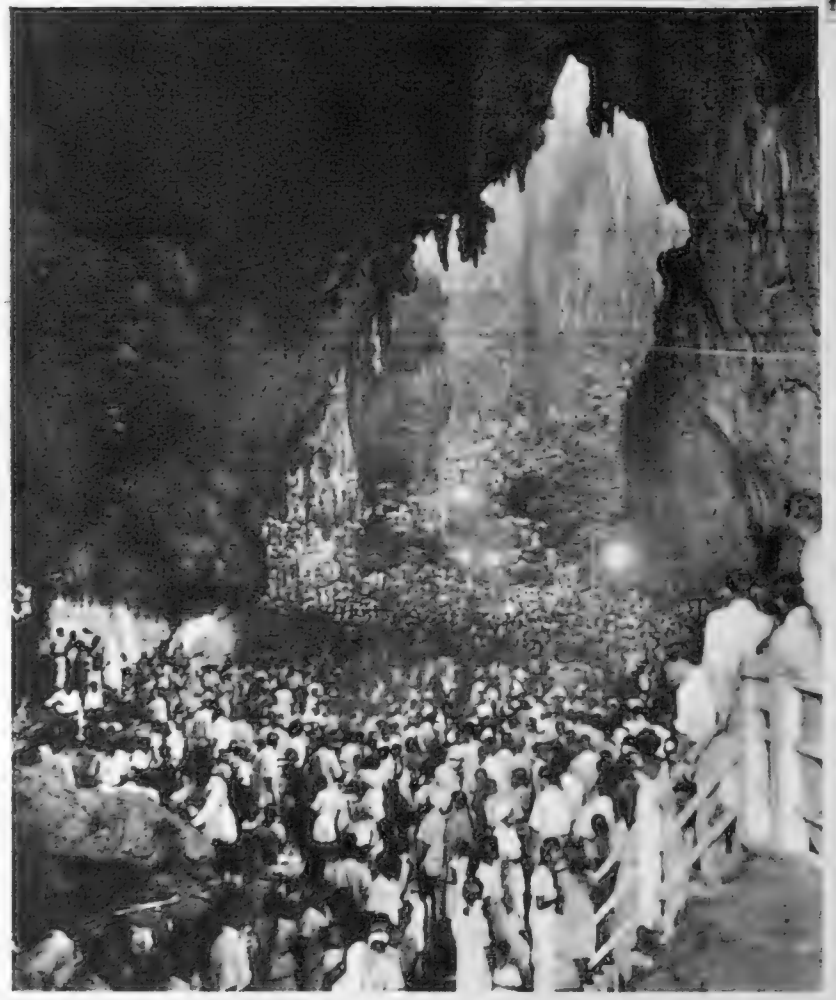
The Hindu Feast of the Great God Subramaniam is Celebrated in Malaya, at the Batu Caves at Selangor



THE WAY TO THE CAVES OF THE GOD: A woman worshipper is assisted by relatives up the last of the 370 steps leading to the Batu Caves in Selangor, Malaya, where the god Subramaniam is worshipped.

A BATH BEFORE THE PILGRIMAGE: A baby is washed in the waters of a river before the ascent to the caves is begun. All the worshippers and penitents scrub themselves prior to worshipping Subramaniam, the Spotless and Valiant One.

THE SURGING MASS OF WORSHIPPERS: A compact column of worshippers climb the 370 steps to the Batu Caves, where homage is paid to Subramaniam in the vast natural temple. Tens of thousands of Hindus attended the festival from all parts of Selangor. *On left*—Inside the vast natural cavern of the Batu Caves the crowds of worshippers wait to pay homage to the flower-bedecked image of the god hidden in an alcove.



FOOD FOR THE WORSHIPPERS: An open-air market forms an integral part of the festival, providing food and sustenance for the tens of thousands of devotees.

At the time of the Hindu feast of Thaipusam, when Subramaniam, the Spotless and Valiant One, is honoured, the vast natural cavern of the Batu Caves, in Selangor, Malaya, becomes the centre of a crowded and colourful spectacle. Tens of thousands of worshippers make their way slowly in a dense column up the 370 steps rising steeply from the plain and disappear into the gaping entrance of the caves high in the limestone mass. Inside, the devotees of the god crowd the huge natural cavern to pay homage to the flower-bedecked image of Subramaniam.

The worshippers begin to gather for the celebrations before dawn and come from all parts of Selangor. By mid-morning the rites of the festival have started on the banks of the narrow, winding river which runs below the Batu Caves. All who come to honour Subramaniam bathe in the grey river water before mounting the steps to his shrine. At the river's edge the priests begin their prayers in slow sing-song voices as the penitents, carrying *kavadis* or wooden arches decorated with flowers and fruit, assemble for the initial ceremonies. All the penitents have vowed that they will humble themselves before their god for having answered their prayers.

As the prayers of the priests continue the air becomes thick with the smell of incense and the smoke from burning coconut-shells. Before long those who have come to keep their promises begin to close their eyes, then to grimace and tremble, until finally their limbs start to jerk spasmodically as if out of control. When their trance is complete the priests transfix their jaws with silver needles and tear the flesh of their backs with hooked pins. So deep is the trance of the penitents that no blood is drawn from the wounds and no cry of pain is uttered. Taking up their *kavadis* they begin to stagger and run up the steps leading to the caves. Their way cleared for them by outrunners, the penitents finally collapse in prostration before the image of Subramaniam in the cavern where the god's attendant priests remove the needles and pins from their flesh.

Inside the vast limestone chamber, where the main ceremonies of the feast take place, groups of hundreds of worshippers gather round little fires of coconut-shells and smear themselves with ash consecrated by the priests before offering their prayers. High above them the sunlight streams down from an opening some 300 ft. up in the dome of the immense chamber. At the furthest end of the cave a great sheet of light shines down from a long breach in the roof. The fluted walls are occasionally hidden in wreaths of smoke and incense, while in the light above pigeons flutter from side to side. As fast as one group of penitents and worshippers leaves the cavern another crowds in.

Outside, in the clearing facing the caves, a spirit of carnival prevails throughout the feast. Stalls and booths are set up several days before the festival and carry out a thriving business among the thousands of worshippers, many of whom have come from the remotest parts of Selangor. Here and there holy men, unkempt, with long grey hair and beards, beg for alms or sell charms.

But even in the rush and noise and bustle outside the cavern the presence of the Spotless and Valiant One makes itself felt. Mounted on a massive green peacock a second image of the god had been set up at daylight in a tent among the stalls and booths. Earlier in the morning he had been carried from his usual throne in a city temple on an iron-wheeled cart drawn by two garlanded bulls. Throughout the day those worshippers unable to reach the caves above offer their homage in the tent and make obeisance to the god.

As twilight creeps over the plain the final rites of the festival are carried out by the priests of Subramaniam. For twelve hours the penitents and worshippers have poured into the cavern in an unending stream. Now, as darkness begins to gather, only a handful remain. The Cave of the God and the plain are almost deserted and over all a strange quiet reigns.

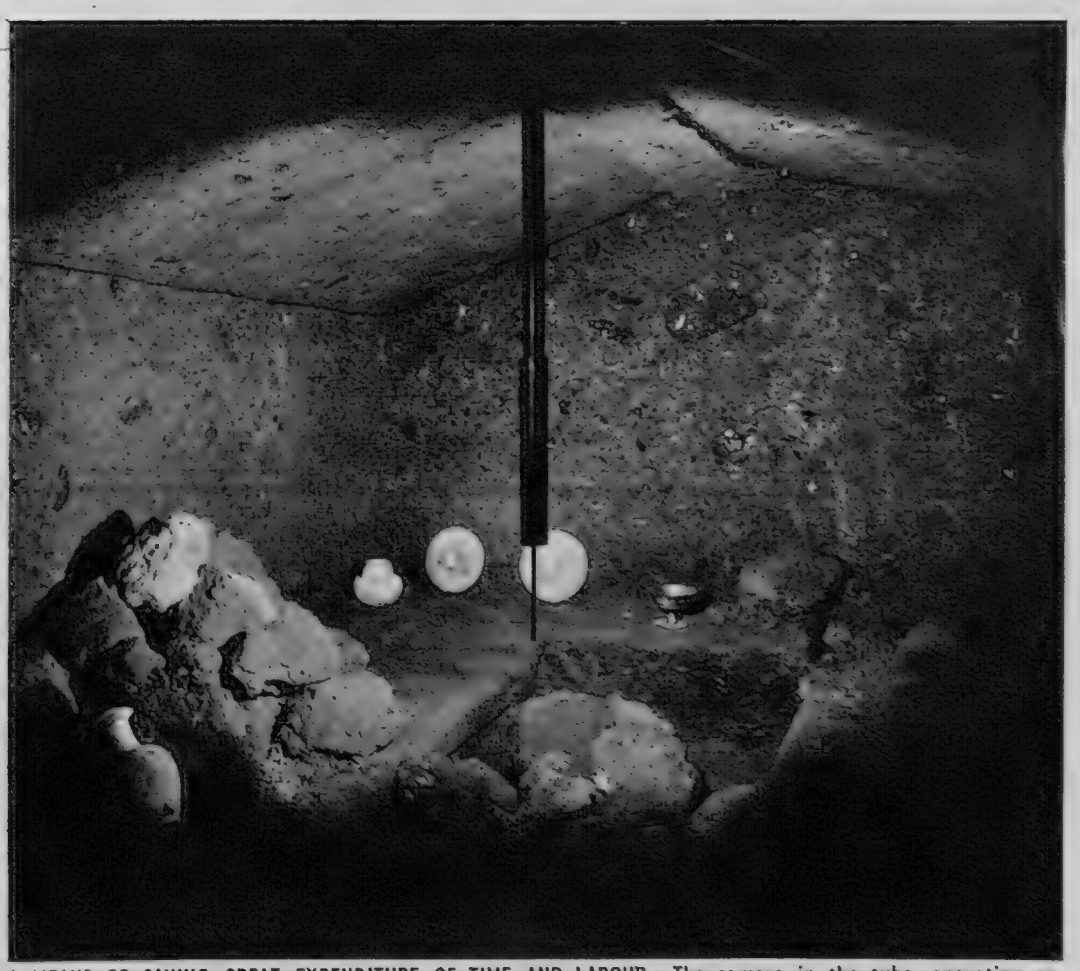
BORING FOR THE PAST

The "Underground Eye" of Drill and Camera can Lessen Much of the Labour of Archæological Research

PREPARING FOR ACTION WITH THE "UNDERGROUND EYE": At Cerveteri, north of Rome, the soundwave apparatus has located a likely area for archæological investigation. The drill held behind will be driven deep to make a hole in which an ingenious device nicknamed the "underground eye" can be let down to take photographs underground. Kneeling on the right is Signor Carlo L. Lerici, an Italian industrialist and archæologist who is the inventor of this system of research. The "eye" is an addition to modern methods being used in their work by archæologists. Preliminary surveys of a region can be made from aerial photographs, the lie of the land indicating where there is likely to be buried treasure. Soundwave apparatuses on the ground can give closer appreciations of whether there are tombs or ancient monuments hidden underneath. Then the operation parallels in some ways a search for oil. A drill bores into the ground and makes a hole through the roof of the buried structure. A thin tube is let down into the hole. In this tube is the "eye"—a rotating camera which takes pictures by flashlight. The record from this inverted periscope is examined, and it can be decided whether or not it is worth while proceeding with further research on this particular tomb. The merits of this labour- and time-saving device require no emphasis. As an example, it is reported that in an investigation of thirty monuments by this method only two were considered worth further examination.

BORING FOR HIDDEN TREASURE: Into the hole made by the drill a thin, narrow tube is being inserted. In its lower end is a rotating camera and an apparatus which enables it to take pictures by flashlight under the ground of archæological remains.

FOLLOWING UP A "STRIKE" BY THE CAMERA: Workmen dig down to the roof of a tomb which has been photographed by the "underground eye" and shows promising possibilities.

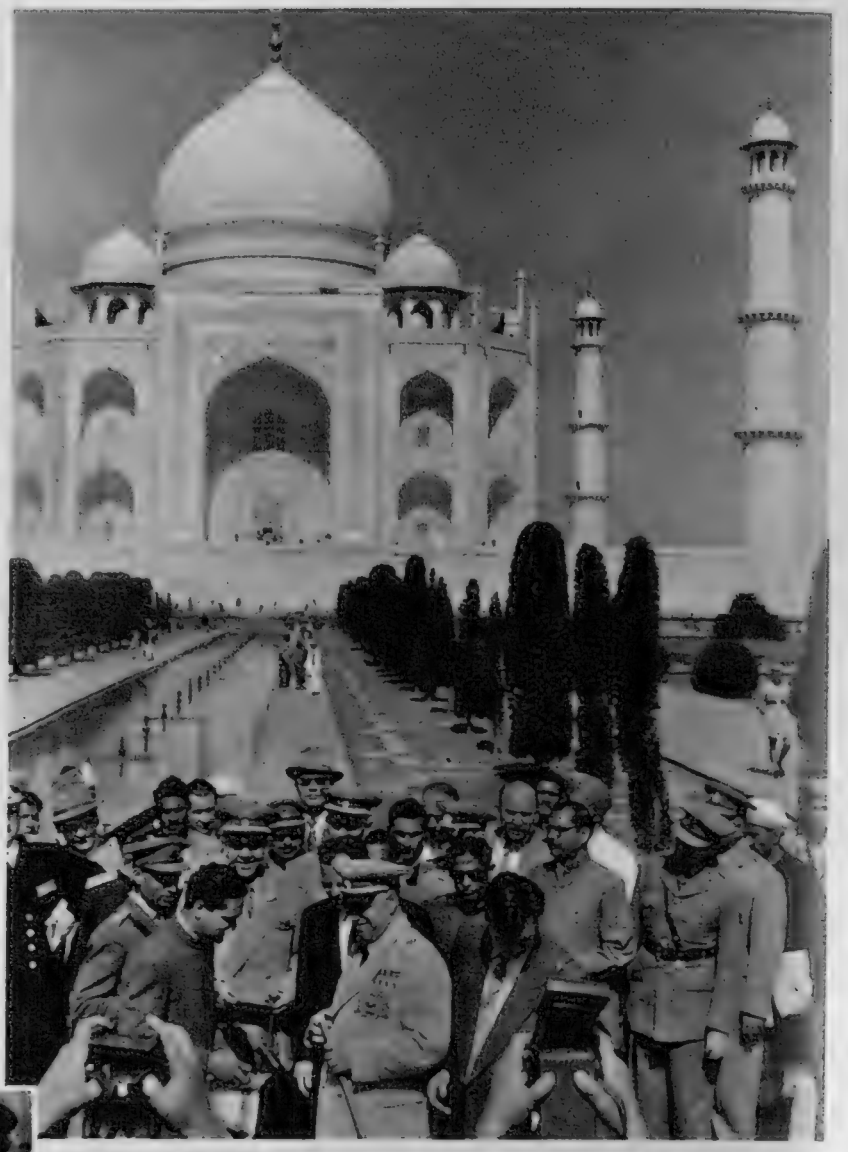


A MEANS OF SAVING GREAT EXPENDITURE OF TIME AND LABOUR: The camera in the tube, operating on the principle of an inverted periscope, rotates and photographs by flashlight the nature and contents of an underground tomb. This device saves much time and labour in archæological research.

MARSHAL ZHUKOV IN INDIA

The Continuation of the Soviet Defence Minister's Tour

MARSHAL ZHUKOV GIVES A COCKTAIL PARTY: Mr. Nehru, the Indian Prime Minister, chats with Marshal Zhukov during a cocktail party given by the Soviet Defence Minister in the Palace of the former Nizam of Hyderabad, during his stay in New Delhi. In the centre is an interpreter who accompanied the Russian party.



THE MARSHAL IN A FRIENDLY MOOD: Smiling broadly, Marshal Zhukov demonstrates the use of the bayonet during his visit to the Indian Military Academy at Dehra Dun.

THE RUSSIAN VISITORS AT THE TAJ MAHAL: Marshal Zhukov (in foreground with baton) listens to a description of the architecture and history of the 300-year-old Taj Mahal at Agra. The visit was made during Marshal Zhukov's eighteen-day tour of India.

On right—

INSIDE THE TAJ MAHAL: The Russians listen as a guide describes the marble tomb of Mumtaz Begum, the Queen of Shah Jehan, who built the Taj Mahal in her memory. Marshal Zhukov is third from left.

At the end of his tour of Indian military installations, which occupied the greater part of his visit to India, the Soviet Defence Minister, Marshal Zhukov, left New Delhi by air for Rangoon. He later returned to India for a further two days before flying back to Moscow. Before leaving Delhi for the Burmese capital, Marshal Zhukov had a private discussion with Mr. Nehru, the Indian Premier, which lasted for about an hour-and-a-half. No one else was present with the exception of an interpreter. At a reception given by the Russian party in the Indian capital on the same evening the Soviet Defence Minister described the Eisenhower plan for the Middle East as undoubtedly a step towards war. The Marshal was asked about his former friendship with the United States President. His answer, which was translated by a Russian journalist, was, "I do not know whether President Eisenhower is now the same person he was when a soldier."

Among the military installations visited by the Soviet Defence Minister during his tour were the Indian Military Academy at Dehra Dun and the Defence Services Staff College at Wellington, South India. He was accompanied throughout by a large entourage of Soviet officers and Indian Government officials.

On right—

IN AN INDIAN FACTORY: Wearing garlands of welcome, the Soviet Defence Minister watches an Indian at work in the railway coach factory near Madras. He is accompanied by other Russian officers and by Indian Army officers.

MOUNTAINOUS SCENE IN THE INTERIOR OF ICELAND : The aerial picture shows peaks surrounding a plain. Many of the mountains in Iceland are volcanic and several plains are covered with lava. The island, on the edge of the Arctic Circle, has an area of 40,500 square miles and is the second largest in Europe. In the past fifty years the population has rapidly increased to 159,000. In the towns can be seen the modern development of a people with ancient traditions of liberty.

APPROACHING REYKJAVIK : An airliner comes in from the sea over the coast near the capital. Iceland became an important Allied air base during the war and since then regular civil air lines have carried a growing number of visitors to discover many fascinations in the island once regarded as remote and out-of-the-way.

The GRANDEUR of ICELAND

Magnificent Scenery Combines with Modern Development on the Edge of the Arctic

TO a multitude of people Iceland still means a remote and somewhat cold island of no great importance. Such an assumption is false, and always has been so. For the country, which lies just outside the Arctic Circle, has always deserved attention throughout its long history. To-day it especially demands consideration.

Iceland has many contemporary claims to fame. The oldest white stock in America may well have come from there. Any housewife who turns on that modern domestic appliance, the geyser, is unconsciously paying tribute to a natural feature of Iceland. It is perhaps the only country of size among civilised peoples which spends a minute amount of its national income upon armaments.

With transatlantic air travel increasing every month, it is an important staging point on the route between Northern Europe and Northern America. Its people have recovered after many vicissitudes one of the oldest forms of free democratic government in Europe. Finally, it is worth a visit for its scenic attractions alone.

The island, in the furthest latitudes of the North Atlantic Ocean, is some 40,500 sq. miles in area. This makes it the second largest island in Europe. Great Britain is over double the size, some 90,000 sq. miles. But the Icelanders number only 159,000 and could fit comfortably into one of the medium-sized boroughs of London. Iceland easily has Europe's thinnest density of population.

From these comparisons it will be correctly deduced that much of the territory is uninhabited. Most of Iceland consists of grim mountainous country of a volcanic nature.

(Continued on following pages)

THE HERO OF LIBERATION: The statue of Jon Sigurdsson is in Parliament Square in Reykjavik, close to the Domkirkja, one of the chief churches of the capital of Iceland. Throughout the nineteenth century Sigurdsson led his people in their struggle to recover their independence from the King of Denmark.

THE ORIGINAL "GEYSER": Vapour rises from the famous hot fountain, which can spout up to 180 ft., has given the springs abound throughout the island. Sometimes they are

A PASTORAL SCENE: A youth drives the horse drawing the hay-rake in a typical scene on an inland farm. At one time agriculture was the occupation of almost all the Icelanders. Now, no more than 30 per cent. of the population is engaged in it. There are about 6,000 farms, many divided between two or more farmers.

THE GRANDEUR OF ICELAND

(*Continued from previous page*)

The most notable volcano is Mount Hekla which, in an eruption of 1783, is reputed to have destroyed over half the livestock of the island. For centuries it was understandably regarded as the entrance into Hell. To-day, however, it is a popular venue for mountain-climbers.

The peaks spread from the centre of Iceland to the coasts, where giant cliffs often tower above the sea. Nevertheless, in bays and inlets and, in the interior, on level ground there are numerous flourishing communities. Chief of these is the capital, Reykjavik. Its inhabitants represent two-fifths of the national population.

Most visitors have their first contact with Iceland at Reykjavik, the capital. Approaching the airport in an airliner one flies over well-laid-out streets of clean, modern buildings. Arriving by sea one enters an up-to-date harbour thriving with marine trades of various kinds. There is certainly nothing remote or primitive about one's surroundings and the climate in summer is mild. But the British or the American traveller will soon discover within this modernity an older feeling which he fully understands.

This is the spirit of a people nurtured upon an ancient belief in individual liberty. Iceland was first colonised in the ninth century A.D. by Vikings discontented with their lot under a Norwegian tyrant. The settlers immediately founded their own form of free government. The *Althing*, or Parliament, which met among the rocks of Thingvellir, can claim to have been the earliest in Europe.

A free people freely embarks to new horizons. About 1000, Leifur Eriksson, son of Eric the Red, the discoverer of Greenland, set sail into the West. He came eventually to an unknown land where, according to the Sagas, vines were growing and named the territory Wineland. There are ample grounds to believe that this was what is now Nova Scotia and that Eriksson anticipated Columbus in discovering America by nearly five centuries.

Unfortunately the freedom of Iceland did not survive. First Norway and then Denmark conquered it and from 1380 to 1874 Iceland was completely under Danish control. Then as a result of the leadership of the Hero of National Liberation, Jon Sigurdsson, a form of Home Rule was instituted, which was developed in this century. The *Althing*, which had been suppressed, was allowed to meet again and Icelanders had a considerable measure of the management of their own affairs.

In the Second World War Iceland became important for strategic reasons. In 1940 it was occupied by British Forces. A year later Americans took the place of the British. Conscious that they could now play their part in world affairs, the Icelanders demanded the restoration of their full traditional liberty. By a plebiscite of 1944, the people voted for complete independence and the Republic

pring at Geysir, in southern Iceland. This natural ord "geyser" to the languages of the world. Hot ound alone, sometimes in groups of as many as fifty.

"THE GIBRALTAR" OF ICELAND: The great rock, reminiscent of Gibraltar, dominates the white, modern buildings of this town in the Westmann Islands, off the south coast. Electric power has been brought to the inhabitants, who mainly engage in agriculture or fishery. Another local trade is the collection of sea-birds' eggs for sale in Reykjavik.

A TRADITIONAL TRADE: A fishing-boat makes its way beneath the mountainous cliffs of the north coast. Cod and herring are the most important of the fish caught on the Icelandic banks. Salt and frozen fish are exported, the latter to countries as distant as Israel. In recent years whale-hunting has resulted in a considerable export of whale oil. Iceland has a numerous ocean-going merchant fleet. The navy consists of a few patrol vessels. Otherwise there is no expenditure on arms.

of Iceland was born again. Five years later it was a signatory to the Atlantic Pact.

But although it is a member of an international organisation, Iceland has one commendable peculiarity among the civilised countries of the West. It has no army and no air force. Its only military expenditure is upon a few armed naval craft for patrol purposes.

It should therefore be no surprise to learn that Iceland is now rapidly developing its peaceful economy. Agriculture, once almost the sole occupation of the Icelanders, still occupies about 30 per cent. of the population. Cattle and horses are bred in considerable numbers, but sheep farming has declined in the last half-century. Crops of various kinds are cultivated, a notable and recent development being cultivation in hot-houses heated by the many hot springs in which the land abounds.

The area of cultivable land is limited. However, there is another traditional means of livelihood which is always open to fresh exploitation—the sea. Fishery and its associated industries employ 20 per cent. of the Icelanders. Salted fish has been exported for generations. Since 1930 quick-freezing plants—they now number eighty—have enabled Iceland to add to its revenue from exports in processed fish.

Apart from the industries associated with the fisheries, there are factories manufacturing shoes, clothes and machinery. Some machinery is exported. However, the general picture of Icelandic trade shows that imports still heavily out-balance exports.

(*Concluded on following page*)

A HISTORIC SPOT: Two ponies of the sturdy Iceland breed browse near the rocks of Thingvellir, where the first Icelandic Parliaments met in the ninth and tenth centuries.

VOLCANIC DESERT WHICH CAN BE TURNED TO GOOD USE: Lava has desolated much of the Rekyanes Peninsula, south of Reykjavik. But it has been discovered that land of this kind can be turned into airfields.

A GROWING COMMUNITY: The village, dominated, as are so many communities in Iceland, by a volcanic mountain, consists of modern-style buildings. In the twentieth century the island has recovered its full independence and is now developing all its resources of wealth.

A PERPETUAL AND WIDESPREAD DANGER: The girl runs as she drives the herd from a hot spring which has begun to vaporize. Such incidents can be seen daily in Iceland, which has an abundance of geysers.

ICELAND'S MOST FAMOUS SON: The statue of Leifur Eriksson is in Reykjavik. The building behind is the museum of Einar Jonsson, the sculptor. Eriksson is believed to have discovered America about A.D. 1000. The statue was presented by the United States people.

OPENING UP THE ISLAND: A lorry drives along a road built on an embankment through a lake. A large-scale road programme is part of the development of Iceland now being carried out by the Government.

THE GRANDEUR OF ICELAND

(*Concluded from previous page*)

It is believed that this problem could be met if greater use was made of a widely available natural resource—water power. The island has a multitude of rivers and already some of them are harnessed for hydro-electric power.

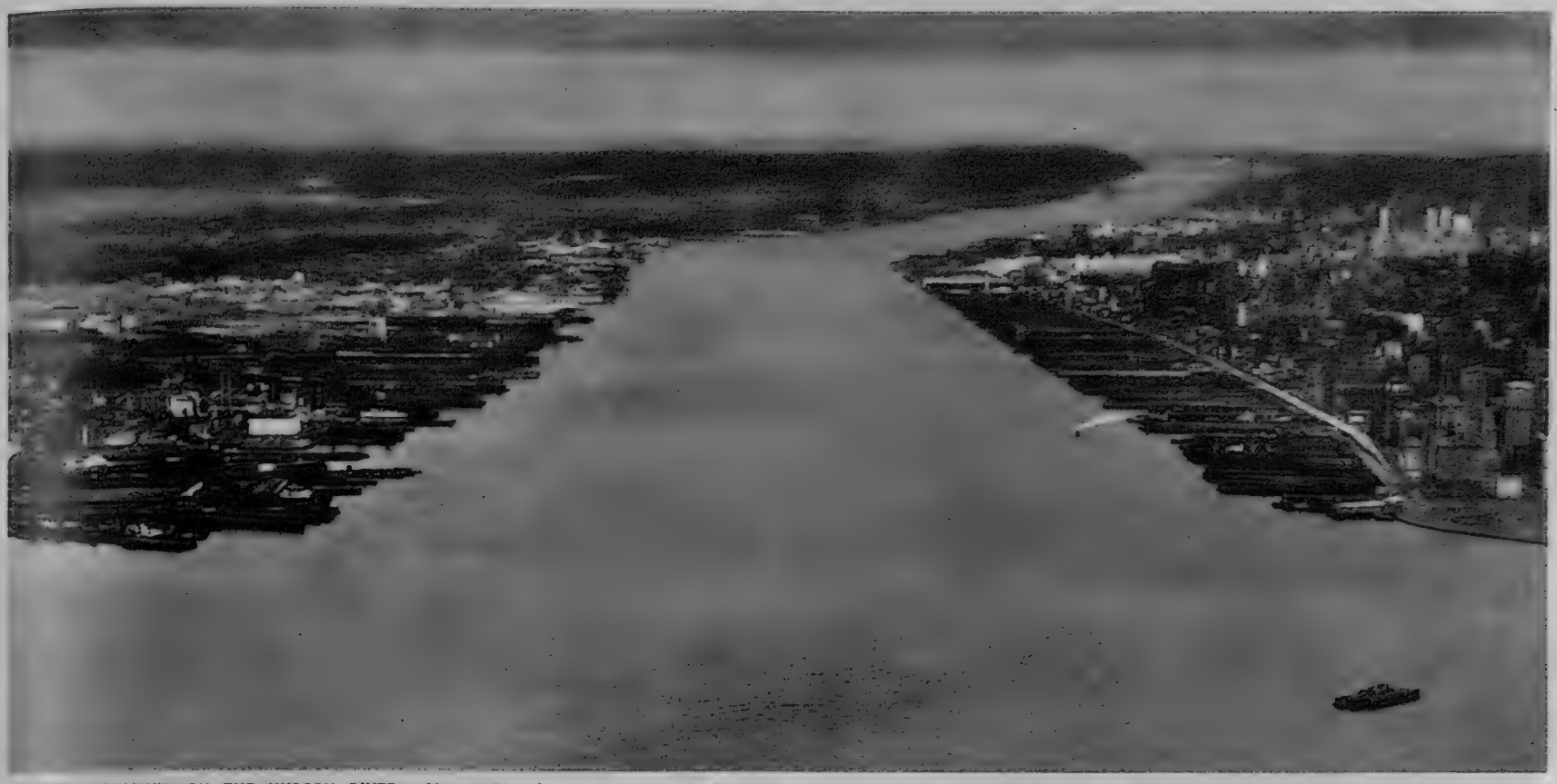
The Icelanders are a Scandinavian race and they still speak a language which has altered little from the distant days when the country was first settled. Every one in the population can read the ancient literary works such as the Sagas, which were written in the twelfth and thirteenth centuries.

The standard of education has always been high, most of the population was literate at the end of the eighteenth century. Nowadays, after compulsory primary education pupils can proceed to high schools, technical schools and the National University. Social insurance was started twenty years ago, trades unions and co-operatives are the basis of employment and purchase. In brief, it is not unfair to regard Iceland as a small working example of a welfare state.

There are no railways. Most of the good roads are round the coast, but with the construction of new highways inland it is possible for the visitor to see what have hitherto been regarded as inaccessible regions. In spite of these improved means for mechanical travel, the more adventurous may prefer still to use the traditional transport, the famous Iceland ponies.

Iceland has many hot springs, of which the one at Geysir is the most famous. On occasions an unbroken column of boiling water and steam rises 180 ft. in the air. It is not surprising that it should have made such an impression on travellers who first saw it. They coined the word "geyser" and gave it to languages all over the world.

A journey to Iceland will satisfy the interests of a variety of people—the fisherman, the mountaineer, the historian, the sociologist, the seeker after new and unusual scenery. Reputedly it was included in the Ultima Thule of the ancient world. To-day no one could describe it as distant in any way.



TRAFFIC PARALYSED ON THE HUDSON RIVER: *Above*—The famous waterway of New York is deserted because of the strike of 4,000 tugboat men. *Below*—Tugs lie unmanned in a basin in Brooklyn. These pictures were taken ten days after the start of the dispute over pay and working conditions. A later strike of dockers had added to the paralysis.

DOCK STRIKES IN NEW YORK

Tugboat Men and Dockers Stop Work

The first result of the strike of the 4,000 New York tugboat men was to stop the movement of barges carrying coal and oil essential for the maintenance of the city's public services. The strikers were demanding higher pay and better working conditions. Various efforts at negotiation, including intervention by Mayor Wagner of New York, failed to produce an immediate settlement and by the middle of last week it seemed that the dispute might drag on for several more days. Liners and large ships entered the port under their own steam. Most of them berthed smoothly but one cargo vessel, *The City of Ripon*, 7,713 tons, of Glasgow, crashed into the end of a pier in Brooklyn.

Then practically all shipping was affected by another strike, when dockers joined in a widespread walk-out in ports on the East American coast. This was a resumption of a strike of last November concerning holidays with pay. The liner *Queen Elizabeth* was diverted from New York to Halifax, Nova Scotia. There dockers refused to work the ship.

A STUDY IN ANCIENT LINEAGE

Some Reflections on a Closer Study of "Burke's Landed Gentry"

By JOHN GORE

"THE LANDED GENTRY."—I amused myself in the Christmas holidays by turning over the pages of the seventeenth edition of *Burke's Landed Gentry*, a weighty publication into which I had never before looked. The business must be done lying on your stomach on the floor or standing beside a reinforced lectern. The volume extends to nearly 3,000 pages and deals with between 4,000 and 5,000 families. It weighs as much as the earth they own.

The first edition of *Landed Gentry* was published in the year of Victoria's accession. It was described as the history of "The Commoners of Great Britain and Ireland enjoying territorial possessions or high official rank, but uninvested with heritable honours."

It was a handy volume, giving the lineage of about 400 families sharing a revenue of perhaps £2,000,000 per annum, owning a disproportionate share of the acreage of England (though not, like the peers, the lion's share), and many of them claiming, *nem. con.*, to derive their territorial possessions from William of Normandy and their claims to gentility from pre-conquest days. There was a minimum acreage qualification. It excluded the bonnet squire and laird. That qualification remained until the 1914 edition. After that issue, every principle of the first edition was scrapped. The publication began to treat of the "Landless gentry," among the "Landed." The editors felt that it would be unfair to exclude for ever from the stud-book the first victims of war taxation who had parted with their possessions through no fault of their own, the victims of Mr. Bloodsucker. It was felt that it was enough that he should suck their land. Burke would preserve their blood. In the seventeenth edition (1952) half the landed gentry recorded owned no land, but their interesting pedigrees survive. Survive, but rigorously pruned of fantastic claims and boasts of heraldry.

The Boasts of Heraldry.—"Boasts of heraldry" had been largely exploded in the 1949 edition of the *Peerage* through the exhaustive and painful researches of Messrs. Round, Barron and Freeman; and the 1952 edition of the *Landed Gentry* received the same drastic treatment by the rules of evidence acceptable in a British Court of Law. As a pundit remarked: There are no "old families"; every family is equally old, back to Adam, the duke's and the dustman's. But certain families can fairly claim "gentility" (by some definition or another) for many generations more than others. Hardly any in the Peerage or the Gentry can prove descent in the male line, generation after generation, from pre-Norman times.

The family of Segrave of Cabragh is singled out for special mention. Its pedigree was worked out by the father of the racing driver, Sir Henry Segrave, and it apparently stems authoritatively and continuously from Thomas de Segrave of Leicestershire, mentioned in Domesday Book 1080. The old families sooner or later fail in the male line. Inheritance through marriages and in the female line is "not enough." Though the old name was often assumed.

Where are the Dalyngrigges of Bodiam? Where are the De Veres? Where (as a Lord Chief Justice of the reign of Charles I asked) is Bohun, Mortimer, Mowbray, even Plantagenet?

Still, there are some fine old families of "long pedigree" surviving in *Burke's Landed Gentry* with reduced or vanished acreages. The Scudamores of Kent Church (twelfth century), the Scropes of Danby (twelfth century), the Bassets. The Bastards, one of Devon's oldest families are "wrop in mystery" until much later. These are mere "lucky-dip" selections from English families taken at random from among the pages of the seventeenth edition. Probably more could be quickly collected from Scottish families among the Morays, Drummonds, Hays, Elliots, Scotts, Sinclairs, Campbells, Douglases and Hamiltons, not treated in "another place," to wit, *Burke's Peerage*

The Criterion of Gentility and Wealth.—The principal criterion of "gentility," and, indeed, of wealth, remained from earliest times until the outbreak of the First World War the ownership of land. In the middle of the Edwardian Age, 2,500 people, out of a population of about 35,000,000, still owned nearly half the acreage of Britain. "Owned" in a legal sense of enjoying the "fee simple" of their lands, the nearest approach to complete ownership for centuries. Since "*Quia Emptores*" (1291) all landowners held directly from the Crown. With the coming of the industrial revolution, mineral rights and building sites vastly increased the wealth of some of these lands, while the new rich, who won their riches from industry, "proved" their wealth and their claims to gentility by the purchase of estates, thus founding "gentle" families. For very different reasons, largely connected with defeating crippling taxation, land is still an investment for shrewd men. Accordingly, the seventeenth edition of *Burke's Landed Gentry* is conceived on very different principles from those of the first edition. The landed qualification is waived or much less extensive, the "upper four hundred" have swelled to more than 4,000, of whom only a handful are allowed "descent" from the twelfth century. The landed gentry of to-day, as to 50 per cent. or more, qualify for inclusion from long usage of acres now lost or diminished to vanishing point or from worthy pedigrees as landowners. *Burke's Landed Gentry* is made up of what once would have been dismissed as a class of smallholders, which, it may be presumed, includes the first pioneers of a new class of "Piccadilly farmers," "income-tax farmers" and shrewd financiers who have beaten their Stock Exchange shares into ploughshares, to reap the rewards which Mr. Bloodsucker doles out to real property-owners faced with estate duties.

Not that these "income-tax farmers" need necessarily yield to the Segraves and Scudamores in the authentic length of their pedigrees. "No family can claim to be older than another." It is merely a question of proof of ancient gentility. One remembers the case of Brassey, treated of in "another place," where a lowly origin was, in our own day, confirmed as ancient, with reasonable authenticity, back to 1066 and all that.

The Parish Register.—Interest in pedigree was never higher than to-day. The Heralds are kept profitably busy by people from all over the Commonwealth and from America deeply concerned to trace back as far as possible their origins from British stock—yeoman stock, naturally, for the most part. Since the accession of Victoria, this task has been made easier by compulsory recording of births, marriages and deaths in parishes. Anyone can trace his ancestry back to 1837. To go further back, the road is dark and tortuous. Back to Domesday the censuses help. Family wills are another valuable source, made easier to examine since 1858, when Somerset House began to store them, under the jurisdiction of the High Court, in lieu of the Church. For the rest, charters, conveyances, Pipe Rolls and other faded parchment rolls, have been the bones and beak of the compilation of parish histories, and these are still a prime source of discovery for the searchers.

Is there romance in these researches into dusty parchments? For my part, I have never scorned the thrills of the armchair hunt, and, in the way of business, I have enjoyed sport with the armchair hounds for forty years. Whatever be the motive, scientific or snobbish, once you get on the scent the thrill follows as you put your nose to the ground.

Consider the family of Arden (formerly of Longcroft) in *Burke's Landed Gentry* (1952):

> According to J. H. Round, the family of Arden, of Park Hall, enjoyed "a distinction perhaps unique. For it had not only a clear descent from Aelfwine, Sheriff of Warwickshire before the conquest, but held manors which he had owned, continuously to the reign of Elizabeth."

"Hart, Formerly Shakespeare."—This distinction encouraged me to look into the Arden entry and that of Hart. We come to a Walter Arden who recovered his father's lands and in 1457 married a daughter of John Hampden, of Hampden, Bucks. His second son was father of Robert, of Snitterfield, who had a daughter Mary, who had issue (*inter alios*) William Shakespeare by her marriage with John Shakespeare, bailiff of Stratford on Avon. This is no bombshell, of course, but it interests me to learn that Shakespeare could "call cousin" the forbears of John Hampden, and that on his mother's side he was as "gentle" as any gentleman in England in his day. Through the Ardens Shakespeare was connected with many landed gentry families, Corbets, Fittons, Blounts, Hesketh, Vernons and Houghtons, one way and another. I am glad to call Shakespeare cousin via the Corbets. Through the Harts (descendants of his sister Joan) *Burke's Landed Gentry*, thanks largely to Parish Registers and parchments, has traced John Shakespeare's pedigree from 1552 to 1952.

I turn with interest to the entry "Hart, formerly Shakespeare, of New Place," and delight in the common-place, common-form reference to John Shakespeare's family:

> His son, William Shakespeare, the dramatist, of New Place, Stratford-on-Avon . . . . . Educated King Edward VI's School, Stratford on Avon, married 28 Nov. 1582, Anne, daughter of Richard Hathaway of Shottery: died 23 Ap, 1616 (will dated 15 March 1616); buried in Trinity Church, having had issue, etc.

One at least of the details of this reference would strike Baconians, as falling short of strict evidence—namely, the statement that he was educated at King Edward VI's School.

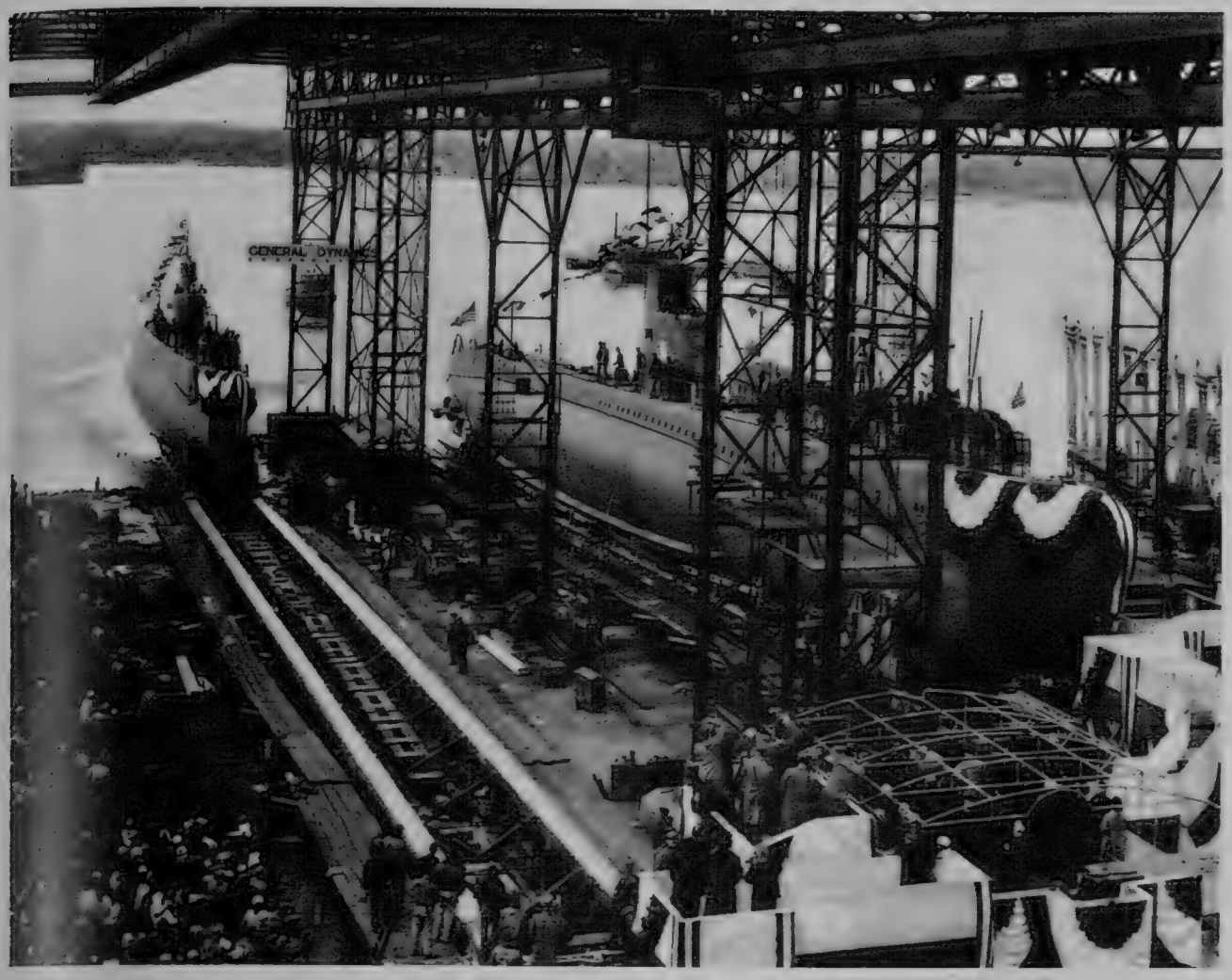
THE DRAWBRIDGE AND MAIN ENTRANCE OF ARUNDEL CASTLE: A private Bill has been put forward in the House of Lords to place Arundel Castle in trust "for the benefit of the nation and as a residence for the Earl Marshal of England." The trustees are to be the Earl Marshal or his representative, the Master of the Rolls and the chairman of the Executive Committee of the National Trust. An endowment will be forthcoming from the Arundel property in the Strand. Arundel Castle is the home of the Duke of Norfolk, who is the Earl Marshal and Hereditary Marshal, and Premier Duke and Earl of England. The earldom of Arundel competes with that of Mar in Scotland for the claim to be the oldest peerage in the three kingdoms.

The Armchair Hunt.—It is true enough that books of reference like *Burke's Landed Gentry* are English social history. It may have been told more concisely, more fully and more picturesquely by Gardiner, Green, Macaulay, Bryant and others of our own day, but not with more careful research or fuller documentation. And, for my part, I don't want my fox carved up for me on a plate. I like to follow him, from the draw to the view, the view to the chase, the chase to the kill. I thoroughly enjoy these literary and genealogical runs with their breast-high but baffling scents, which cause one constantly to change foxes. You start with John Brown and a chance footnote compels you to switch your interest to the daughter of Jack Robinson, whose first husband, Evan Jones, rings so loud a bell in your memory that you turn to "J" and follow him. And sometimes you come full circle and find yourself back at Ranksborough Gorse on the heels of the first fox.

The boasts of Heraldry, it seems, long outlast the pomp of power. It may seem strange that, when democracy and equality are mouthed by statesmen of the Right no less than of the Left, the Heralds are kept so busy proving the gentility of all sorts of men whose language is English. But if you agree with me that our democracy is half-baked and that equality's my foot, the Heralds' functions can be summed up as teaching social history without tears, if not without fees.

DOWN TO THE SEA

A Double-Launching Ceremony in America; Two Tankers Run their Trials; a New Water-bus



On left—

TWO NEW SUBMARINES FOR PERU ARE LAUNCHED AT A DOUBLE CEREMONY IN CONNECTICUT: The 825-ton submarine *Atun* (left) takes the water during her launching ceremony at the yard of the Electric Boat Division of the General Dynamics Corporation on the River Thames at Groton. Her sister-ship *Merlin* awaits her own launching alongside. Both submarines, which are of the *Tiburon* class, are expected to be delivered to Peru in the summer. They were laid down in October 1955. The other two ships in the class were also built at Groton. They all have an overall length of 243 ft.

Below—

A NEW TANKER FROM BELFAST: The T.T. *Storfonn*, of about 36,000 tons deadweight, has been built by Harland and Wolff Ltd. for Messrs. Sigval Bergesen and their Associated Companies. With an overall length of about 660 ft., she has a stump fore mast, signal mast amidships, and single funnel of distinctive design aft. The tanker is the third which Harland and Wolff have built for the owning company. The keel of a fourth tanker of about 19,000 tons was laid down recently, and another of about 40,000 tons deadweight has still to be laid down. A dry cargo vessel of about 11,000 tons gross is also on order.

"BRITISH INDUSTRY" SAILS DOWN THE CLYDE: When this picture was taken she was on her way to the sea to undergo her trials off the Isle of Arran. *British Industry* has been built at the Clydebank yard of John Brown and Co., Ltd., for the British Petroleum Co. Ltd., to carry crude oil from the Middle East to the refineries in Britain. Launched last October, she is the seventh 32,000-ton tanker to join the company's fleet. Altogether the company has arranged for fourteen tankers of this type, and so far nine are either in service or in process of being fitted out. Five more are to be launched during the course of this year. *British Industry* made her maiden voyage to the Persian Gulf by way of the Cape.

On right—

A NEW TYPE OF WATER-BUS SHOWS ITS PACES: The Aquavion skims over the water at Massluis, near the Hook of Holland, in the Netherlands. The special feature of the vessel is the hydrofoils, which lift it out of the water when travelling at speed. It is designed as a water-bus to carry twenty-five passengers, and is powered by a Rolls-Royce engine. Built in the De Haas yard for the Royal Dutch/Shell Group, it is to be sent to Venezuela. It is one of a number of new-style launches recently purchased for the use of the group's employees there.

ABOVE BAR—IN THE HEART OF THE NEW SOUTHAMPTON: This is a view of the Hampshire seaport's main shopping area above the historic Bargate, and shows some of the modern shops and offices which have been erected to replace the former buildings destroyed during the war. The area had been reduced to an unrecognisable shambles of rubble and smoking ruin. Before the main rebuilding programme was put in hand most of the shops in the vicinity were re-erected as one-storey stores. Southampton suffered heavily during the wartime raids, more than 3,500 properties being destroyed or subsequently demolished. Many thousands of others were either seriously or slightly damaged.

THE GREAT NORTHERN GATEWAY OF BARGATE: Dating for the most part from 1300, it withstood the onslaught of the blitz, although most of the surrounding buildings were laid flat. To-day, Bargate is once again a thriving shopping centre.

LONDON BUILDS BIG

Bucklersbury House, in the City, is Taking Shape; the Strand is being Widened; and Re-development at Southampton

On left—

WORK IS GOING AHEAD ON THE STRAND IMPROVEMENT SCHEME: A block of offices and shops at the junction of the Strand and Craven Street is being demolished by Messrs. Goodman Price Ltd. to make way for the widening of the Strand to a width of about 80 ft. from Halifax House to Northumberland Street. The forecourt of Charing Cross Station is to be pushed back about 15 ft., and the protruding section of the ground floor of the Strand Corner House (on right) is to be demolished.

A NEW GIGANTIC BLOCK OF OFFICES TAKES SHAPE IN THE CITY OF LONDON: The frame of Bucklersbury House, at Walbrook, dwarfs the area between St. Paul's Cathedral and the Mansion House. The building is being erected on the site of the ancient Roman temple of Mithras, which was unearthed when the area, bombed during the war, was being excavated to make room for the laying of the foundations. It is hoped that the new building will be completed during the course of this year.

Bucklersbury House, at Walbrook, is the largest single development scheme in the City of London. It is being erected by Messrs. Humphreys, Ltd., of Knightsbridge, for Legenland Properties Ltd. When completed it will have a sub-basement, basement, ground floor and fourteen other floors. Some time ago it was stated that the basement was to have a specially-strengthened floor, which will enable the sub-basement to be converted into an air-raid shelter if necessary. It is hoped that this shelter will be proof against atomic radiation.

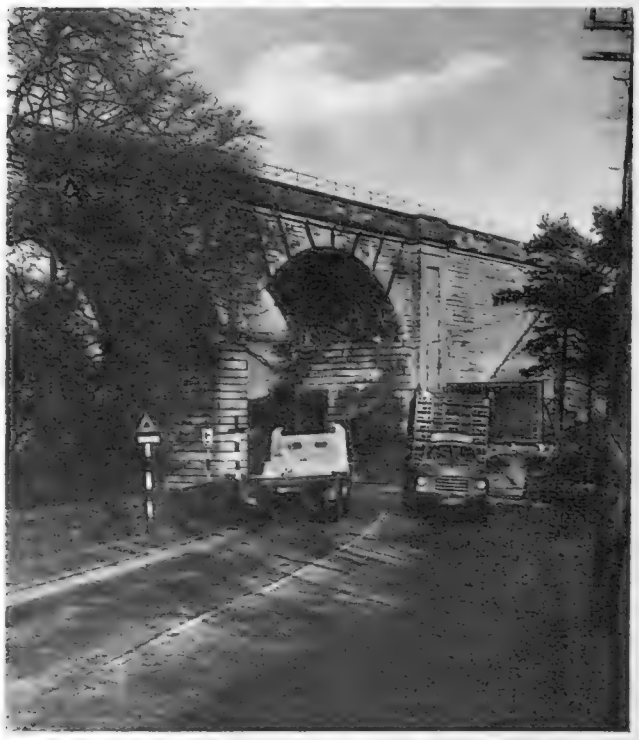
The building received much publicity in 1954 when a temple found on the site was announced to have been devoted to the worship of Mithras, a Persian god. Public interest in the discovery was so great that when the remains were cordoned-off and the site opened for inspection, thousands of Londoners flocked to Walbrook to make their own examination. Later it was announced that the owners of the site had suggested removing the remains of the temple and re-erecting them elsewhere in the vicinity. At present the plan is that they shall be re-erected in an open courtyard on the Queen Victoria Street front of the new building.

To the west of the City another major development scheme is also under way. In the Strand work is in progress at several points west of the Gaiety Theatre. At the theatre itself approval has been given for demolition and for the erection of a building for the English Electric Company. The Tivoli Cinema is being demolished to make way for a fashion store and, still more to the west, other demolition workers are engaged in a further stage of the London County Council's plan to widen the thoroughfare from Halifax House to Northumberland Street.

Eventually, the plan is to widen the Strand to a width of about 80 ft., but the actual work on the thoroughfare itself will not be started until a neighbouring site has been prepared for development. This site is bounded by George Court, Villiers Street, John Adam Street, York Place and the Strand, and the development plan is for the erection of shops, offices and licensed premises. When they are put in hand the road works are expected to take six months from the date of commencement. Before the plan to widen the Strand could be finally approved, special Parliamentary powers, under an Act of 1859, had to be obtained for British Railways to sanction the removal of part of the courtyard in front of Charing Cross Station.

A DANGEROUS SCOTTISH HIGHWAY

The A 80 from Glasgow to Stirling is Being Improved



ON THE ROAD FROM GLASGOW TO STIRLING: This dangerous corner on the A 80 is at Castlecary Viaduct. Two years ago it was announced that this highway, which is the main artery from Glasgow to the north, was to be improved. It is planned that the road should be transformed into a fast, broad highway in the style of the Continental autobahns so that it can cope safely with the 4,000 vehicles which use the A 80 every day. The route carries Scotland's highest traffic density. So far, however, only two miles of the motorway have been completed. One of the criticisms levelled at the authorities is that the problem should have been tackled on a national scale and not left to the various county authorities concerned. The two miles which have been completed are the responsibility of the Lanark County Council.

A COMPLETED DUAL CARRIAGEWAY ON THE A 80: This stretch of the highway between Stepps, just outside Glasgow, and Muirhead, is one of the first stages to have been completed. The money already spent on the project from the grant allocated by the Government amounts to about £445,000.

THE HAIRPIN BEND AT CUMBERNAULD CROSS: The A 80 from Glasgow to Stirling runs from the left centre of the picture and on over the hill. The road entering from the extreme left-hand corner is the A 73, which runs down through Lanark to Abington, where it joins the A 74 to Carlisle.

FISHERMEN'S COTTAGES AT KINGSDOWN, IN KENT: It is feared that these old cottages in North Road, Kingsdown, near Deal, may be inundated by the sea if it continues its present rate of encroachment at this point. All that remains against the breakers is an artificial bank of shingle.

On right—

SOME OF THE REMAINING BEACH HUTS AT KINGSDOWN: The ever-encroaching sea damages more and more of these beach huts every year.

THE SEA THREATENS A KENT VILLAGE

The seasonal approach of north-easterly gales in the Channel has for a long time been the source of much apprehension for the people of Kingsdown, a little village between Dover and Deal. In the last eleven years the sea has advanced more than 130 yards. Its deepest encroachments have been opposite the small fishermen's cottages in North Road and South Road. At the times of the winter gales the sea has been steadily eating away the little amount of remaining foreshore which shelters the village from the water, and unless some drastic action is taken soon, the old part of the village will be washed away before many years have passed. All that remains between the sea and Kingsdown is an artificial bank of shingle which was built over 100 years ago as a site for the capstans used to wind the famous Kingsdown luggers up the beach. A large part of this bank, the foundations of which are of chalk, has already been washed away and when the sea finally breaks through there is nothing to stop the water rushing into the lower part of the village. Some of this lower part of Kingsdown is below sea level. When the fishermen of a hundred years ago built their bank the high-water mark was almost 200 yards away.

On left—

THE OLD LIFEBOAT HOUSE: This wooden structure, which was originally built several hundred yards from the sea to enable the lifeboat to make its launch down the beach, is now almost washed by the tide at high water and is being steadily undermined by the force of the incoming sea.

THE NEWS IN PICTURES—I

On left—

THE MEETING OF THE SUPREME SOVIET: Mr. Pervukhin, a First Deputy Prime Minister and Chairman of the State Economic Commission, speaks from the rostrum in Moscow during the debate on the State Economic Plan and State Budget. In the background, in the groups of seats on the left, among those in front are Marshal Bulganin, Mr. Khrushchev and Marshal Voroshilov, President of the Soviet Union, and behind them are Mr. Mikoyan, Mr. Malenkov and Mr. Molotov. After the Economic and Budget debate, the Supreme Soviet heard an important speech from Mr. Shepilov, the Foreign Minister, announcing proposals designed to counter the "Eisenhower doctrine," by which the U.S. would take military action to counter Soviet aggression in the Middle East. A few days later Mr. Shepilov was replaced as Foreign Minister by Mr. Gromyko. But this change was not intended to affect Soviet Middle East policy.

JAPANESE-CZECH PEACE AGREEMENT: Mr. Nishi (left), the Japanese Ambassador to Britain, and Mr. Hajek, the Czechoslovakian Ambassador, sign a protocol at the Czechoslovakian Embassy in London. Its purpose is to restore normal relations between the two countries and so end the state of war between them which has existed for nearly twelve years, from the date when Russia declared war on Japan in 1945. According to an announcement from the Japanese Embassy in London, diplomatic envoys with the rank of Ambassador are soon to be exchanged between the Japanese and Czechoslovaks.

THE SOVIET UNION RESUMES FULL DIPLOMATIC RELATIONS WITH JAPAN: Mr. Ivan Tevosyan, the first post-war Soviet Ambassador to Japan, is greeted in Tokyo by Mr. Seumitsu Kadawski, the Japanese Ambassador-designate to the U.S.S.R. The Russian envoy, on his arrival in the Japanese capital, declared that the two countries must work together "for mutual benefit and security." The Soviet Union, under Stalin, did not declare war on Japan until after Germany had been defeated and the atom bomb was about to be used to end the Pacific war.

KING SAUD IN MADRID: The Monarch of Saudi Arabia sits with General Franco after a luncheon which the King had given for the Caudillo in the Saudi Arabian Embassy in the Spanish capital. King Saud was paying a State visit to Spain on his way back to his country after his State visit to the United States of America. While he was in Madrid the King also had talks with the Sultan of Morocco, who was there on an unofficial visit.

AN AGREEMENT BETWEEN SPAIN AND NATIONALIST CHINA: Senor Alberto Martin Artajo (right), the Spanish Minister for Foreign Affairs, and Mr. George Yeh, Foreign Minister in the Chinese Nationalist Government of Chiang Kai-shek, initial a cultural agreement. Sitting in the centre is Senor Jesus Rubio, Spanish Minister of Education. Spain is one of the countries still recognising Chiang Kai-shek.

THE NEWS IN PICTURES—II

ANTI-BRITISH DEMONSTRATIONS IN ATHENS: Greek students run from a police baton charge during an Athens demonstration against Britain's policy in Cyprus. The demonstrations took place while the United Nations was debating the Cyprus problem and were designed to attract the maximum publicity. Many of the students carried anti-British posters. The police had difficulty dispersing the rioters.

AN AMERICAN PROTEST AGAINST BRITISH POLICY IN CYPRUS: Men of Greek birth or origin walk in procession carrying anti-British placards outside the entrance to the United Nations Headquarters at United Nations Plaza and East 43rd Street, New York. About 200 people took part in the demonstration.

A TERRORIST BOMB OUTRAGE IN ALGIERS: While a French paratrooper stands guard, dead and injured civilians are carried out of a football stadium in Algiers after a terrorist bomb had exploded. A second bomb exploded in another crowded stadium, bringing the total of casualties to eleven killed and forty-five injured. The wave of atrocities coincided with the U.N. debate on Algeria in New York.

FRENCH WORKERS PROTEST OVER DELAYS IN SALARY REVISION: A crowd of demonstrators fills the Place du Palais-Royal in Paris during a meeting organised to protest at the delays which have occurred in revising their wages. Some of them carry banners bearing their claims and demanding action. Most of the crowd was made up of employees of public services whose salaries are geared to an official cost-of-living index and become due for revision whenever this index shows a rise in essential commodities.

On left—**A LANDMARK FOR THE 1958 WORLD FAIR IN BRUSSELS:** Huge U-shaped girders are fitted into position on the "Atomium" which is being erected on the site of the World Fair to be held in Brussels in 1958. Once completed, the "Atomium" will be composed of nine immense spheres representing the nine atoms of an elementary crystal of iron. Each of the nine spheres will be almost 60 ft. in diameter and each will be connected with its counterpart by tubes some 10 ft. wide. The structure will be about 360 ft. high.

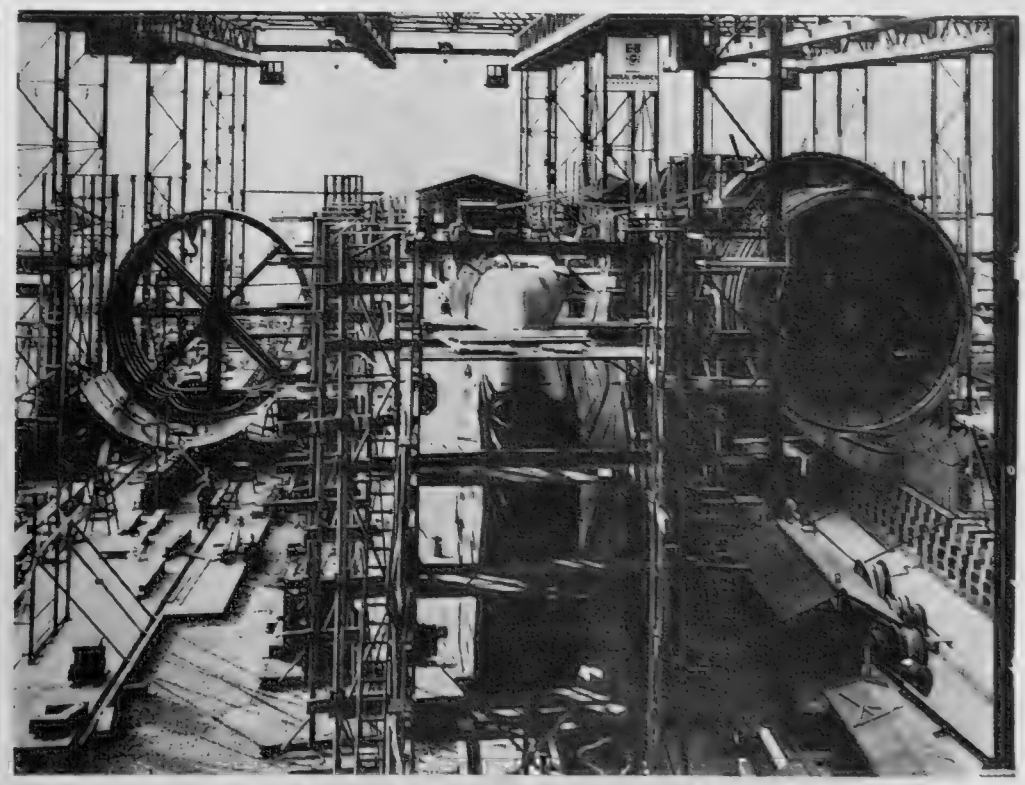
Above—**AN EXPERIMENTAL REACTOR IN THE UNITED STATES:** The above picture is an exterior view of the dome-topped building housing an Experimental Boiling Water Reactor (E.B.W.R.) at Lemont, in Illinois. The reactor will produce electricity from atomic energy and supply power for the Argonne National Laboratory near by. The dome above the building is called the containment vessel and houses the reactor itself. The rest of the brick building contains the equipment for converting the nuclear power and transferring it.

A HYDRO-ELECTRIC PROJECT IN CZECHOSLOVAKIA: A fine dam is nearing completion on the River Vir in Moravia, in central Czechoslovakia. The distance along the top of the curved structure is over 500 yards. It is expected the hydro-electric scheme on the River Vir will be in full operation at the beginning of the summer. Communist Czechoslovakia is now embarked on its second Five-Year Economic Development Plan, which is scheduled to continue until 1960. As in the other countries of the Soviet bloc, great stress is laid by the Government in Prague on increased industrial production, which is being assisted by the development of hydro-electric schemes.

A BERLIN LIDO IS PREPARED FOR THE SUMMER: Women shovel and sift sand on the shores of the Wannsee, in the Soviet Zone of Germany and one of the most attractive of the many lakes which surround Berlin. They are engaged in preparations for the season on this popular lido. From the beginning of May the beaches here are crowded.

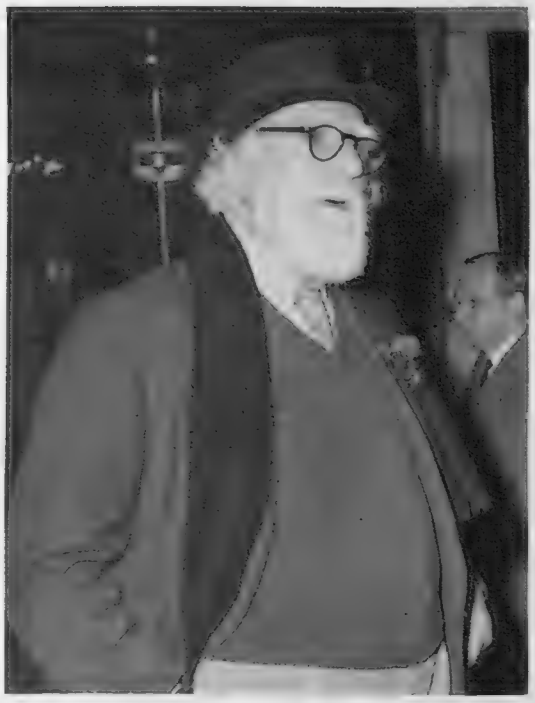
THE END OF A LANDMARK IN OAKLAND, CALIFORNIA: The main building of what was the College of the Holy Name crumbles to the ground after being dynamited at Oakland, near Lake Merritt, in California. The building, which was almost a hundred years old, at one time stood in its own grounds of some seven acres, but the gradual spread of the town of Oakland necessitated its removal. In its place will be erected large office buildings, shops and other facilities which will form the Kaiser Centre, a business and shopping area.

A TYRE IS VULCANISED BY ATOMIC ENERGY: Encased in a steel mould a rubber tyre is vulcanised by being rotated over radio-active fuel elements taken from a reactor at the U.S. Atomic Energy Commission's National Reactor Testing Station, Idaho. Rubber is normally vulcanised, or strengthened, by the use of heat, which is not present in the new method. The process takes place in a 17-ft.-deep water-trough.



THREE AMERICAN ATOMIC SUBMARINES IN VARIOUS STAGES OF CONSTRUCTION: In a shipyard at Groton, in Connecticut, the U.S. Submarine *Skate* (centre), one of the *Nautilus* class of nuclear submarines, is seen nearly ready for launching. On the right the structure of *Triton* begins to take shape. She will be the first of a class of very large atomic-powered radar picket type of underwater craft. On the left are the beginnings of *Skipjack*, one of three medium atomic submarines under construction for the United States Navy. America already has two nuclear submarines completed—*Nautilus* and *Sea Wolf*.

THE NEWS IN PICTURES—III



On left—
AN EMINENT GUEST AT A WEDDING: Mr. Augustus John, O.M., leaves the reception in London after the wedding of Mr. Jeremy Sandford to Miss Nell Dunn, granddaughter of Sir James Dunn, the Canadian industrialist, who left £25,000,000 when he died last year.

On right—
AT AN ART EXHIBITION IN LONDON: Mr. Stanley Grimm discusses with Mrs. R. A. Kinnes (centre) and Mrs. Dorothy Williams some of the paintings in the exhibition of the National Society of Painters, Sculptors, Gravers and Potters at the Royal Institute. Mr. Grimm is President of the National Society.

On left—
AN EIGHTY-FIVE-YEAR-OLD PEER MARRIES AGAIN: Lord Pethick-Lawrence leaves Caxton Hall, in London, with his sixty-eight-year-old bride, formerly Mrs. Helen Miller McCombie. The eighty-five-year-old peer's first wife died in 1953 and the new Lady Pethick-Lawrence's first husband, a doctor, died in 1936.

On right—
THE MISSISSIPPI TOUCH AT CLYDESIDE: Looking like a Mississippi river-boat of the past, the S.S. *Valiant* floats gently on the water after being launched on the Clyde by the wife of the Nigerian High Commissioner in Britain, Mrs. Matthew Mbu. The S.S. *Valiant* is designed for the use of the Governor-General of Nigeria and will be employed on the inland waterways of that country.

THE THAMES IN FLOOD: Water rushes fiercely through the weir at Pangbourne following heavy rains which had caused the river to rise to a dangerous level. All the sluices were opened at the weir to enable the flood-waters to make their way down to the lower reaches of the Thames. At one time, after a period of exceptionally persistent rainfall, flood warnings had to be sent out in the Thames area, as a general rise of river-levels was expected. This was followed by some flooding in several residential areas bordering the river.

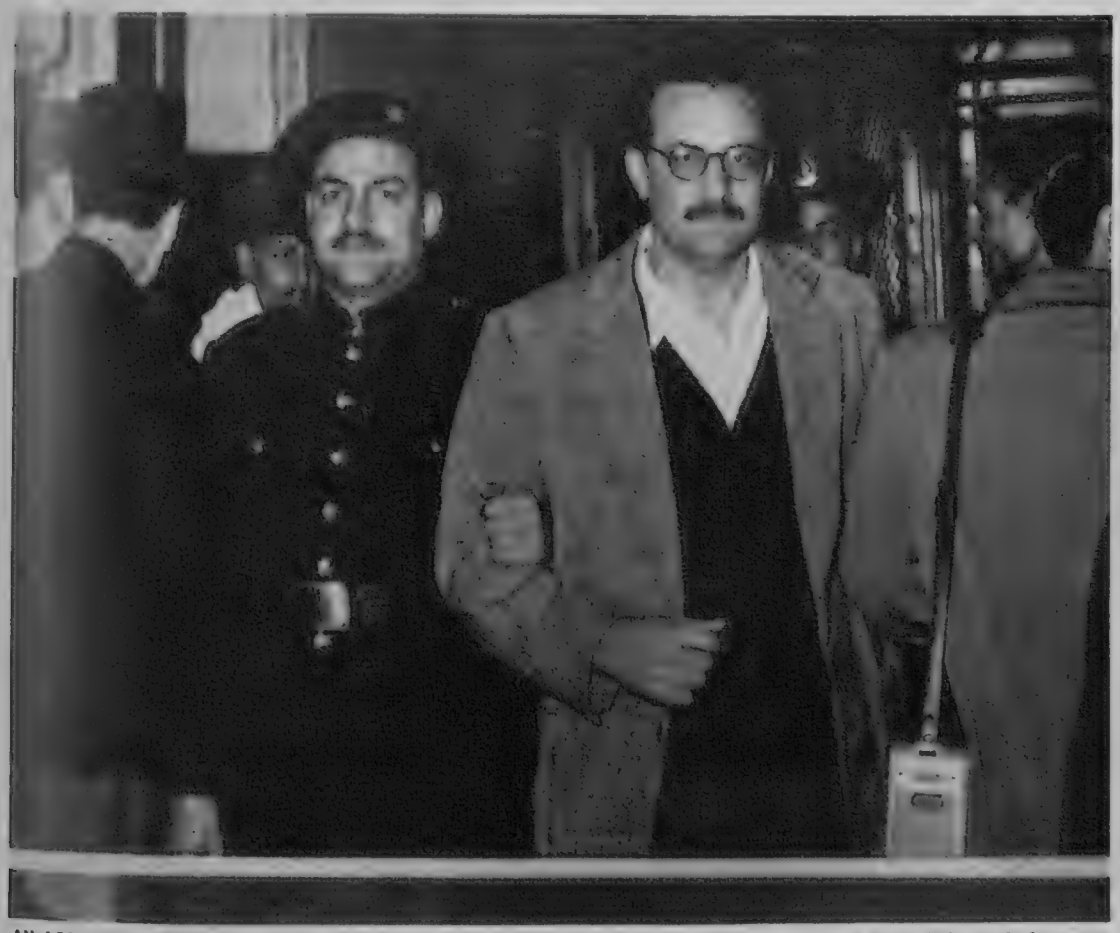
A LONG LOAD IN LONDON: Mounted on a trailer an immense oil-refining column, 54 ft. in length, is slowly manœuvred round a traffic island in the heart of London. The column was on its way by road from the West Midland factory of Babcock and Wilcox Limited, boiler-makers, in Oldbury, Worcestershire, to the Kent Refinery of the British Petroleum Co., Ltd., on the isle of Grain. The Kent Refinery is at the moment undergoing a programme of extension and much of the large equipment which is too bulky to be transported otherwise has to be sent by road. The dislocation of traffic in towns is unavoidable.

BEFORE THE FIRST SITTING OF THE COURT OF ACCUSATION IN CAIRO: Some of the sixteen defendants accused by the Egyptian Government of spying await the entrance of the presiding magistrate. On left, with arms folded, is Mr. John Thornton Stanley, a manager of the Prudential Insurance Company. The Egyptian Public Prosecutor is demanding the death penalty for all the accused, who include four Britons, eleven Egyptians and a Yugoslav. Four other Britons are being tried *in absentia*.

FOUR BRITONS IN A CAIRO COURT

The Trial of Four British Subjects Accused of Spying is Adjourned in Cairo

The four British subjects accused by the Egyptian Government of spying recently appeared in the Court of Accusation in Cairo for the preliminary hearings of the case. They are Mr. James Swinburne, formerly business manager of the Cairo office of the Arab News Agency, Mr. Charles Pittuck, of the Marconi Radio Telegraph Company of Egypt, Mr. James Zarb, a porcelain factory owner, and Mr. John Thornton Stanley of the Prudential Insurance Company. The preliminary session of the court lasted for twenty minutes and was then adjourned until February 25 so that the defence can have time to study the evidence collected by the Public Prosecutor. It was held *in camera*, but representatives of the Press were allowed into the court-room before the main hearing began. If, when the preliminary sittings are resumed on February 25, the court decides that the evidence justifies it, the case will go forward for trial. Mr. Swinburne and Mr. Zarb are being defended by Ahmed Rushdi, one of the best-known defence lawyers in Egypt, and Mr. Stanley and Mr. Pittuck will be represented by another leading lawyer, Zaki Diad. Ahmed Rushdi, who acted as spokesman for the defence lawyers, said after the court session that he had asked the court for permission for a member of the Swiss Legation, which has been handling British interests in Egypt, to be present. The reply was that only defence lawyers would be allowed to attend.



AN ACCUSED BRITON ENTERS COURT: Mr. Charles Pittuck, Assistant Manager of the Marconi Radio Telegraph Company of Egypt, is led into the Court of Accusation in Cairo by an Egyptian policeman. The start of the hearings was set by the presiding magistrate for February 25, after the defence had asked for time to study the evidence.

A FORMER BUSINESS MANAGER OF THE ARAB NEWS AGENCY: Mr. James Swinburne sits in the dock before the session of the Court of Accusation, which was later adjourned.

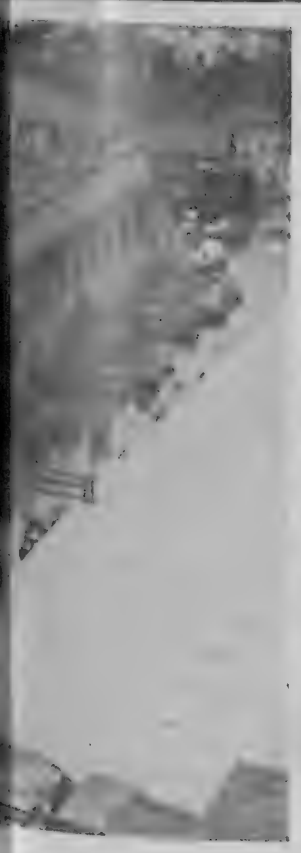
REMOVING BURNT-OUT CARS : A mechanical loader stacks damaged cars outside the factory the morning after the disastrous fire. Some seventeen bays in the plant were severely damaged by the blaze, which was contained before it reached the western section containing the machine tools.

FIRE DAMAGE AT THE JAGUAR WORKS, COVENTRY : Clearing work begins in the ruined sawmill of the Coventry plant. The fire, which started at night, destroyed hundreds of cars and burnt out about a quarter of the floor space of 1,000,000 square feet. An estimation of the material loss to the Company has been put at a figure of £3,500,000, but in addition there will be a loss in production, which, if not as great as originally supposed, will still be considerable. The fire broke out in a tyre shop and was brought under control in a matter of some three hours. Between 300 and 400 cars were saved by maintenance workers and office staff, who were the only employees on the premises at the time of the outbreak. Prompt action by firemen made it possible to save the paint-shop, costing £250,000, and the machine shop, both of which lie in the western half of the factory.

FIRE SWEEPS THE JAGUAR PLANT

A Disastrous Blaze Ravages the Jaguar Car Factory in Coventry

SALVAGE WORK ON THE ASSEMBLY LINE : Employees of the Jaguar Car Company begin the task of clearing the debris of the assembly line after the fire. Above their heads can be seen the buckled girders of the roof, part of which collapsed during the blaze. Before the Coventry fire brigade could reach the factory they had to travel five miles. By that time a third of the eastern works had been destroyed.



THE DAMAGE SEEN FROM THE OUTSIDE : The collapsed wall of the sawmill assumes a fantastic shape after the fire has been put out. The works fire brigade tried to tackle the blaze, but finding the task hopeless, called in the Coventry city brigade. *On left*—A haze of smoke still rises from the eastern half of the plant. A gangway which divides the factory formed a fire-break and enabled the fire to be got under control.

A NEW MODEL FROM LUTON

The Vauxhall Victor is Introduced at a Party in a London Cinema ; the Greatly Improved Morris Minor 1000 ; more Figures for 1956 ; and Other News of the Motoring World

By "THE SPHERE" MOTORING CORRESPONDENT

ARE car prices going up? With the motor industry still working one-third below full capacity on the car side, it seems almost inevitable. For prices are geared to volume production. As long as purchase tax remains at 60 per cent., petrol rationing continues and the credit squeeze goes on, the Big Five cannot hope to sell anything like the number of cars on which production schedules are based. This is what Mr. Philip Copelin, managing director of Vauxhall Motors, was alluding to when he stated the other day: "If the home market continues deliberately to be depressed, the cost and price of vehicles, not only for the home market, but for export as well, will have to be increased."

Mr. Copelin gave this warning at a party to celebrate the launching of the new Vauxhall Victor. This is a four-door, four-seat, 4-cylinder saloon with an engine of 1½ litres. Full details of the new model will be announced on February 28, though most Vauxhall dealers know all about it already.

More than 2,400 of them were introduced to the new model at a stage presentation which for novelty, colour, noise, salesmanship and general ballyhoo broke completely new ground for the British motor industry. Vauxhall Motors hired a big London cinema and with almost frightening efficiency and determination proceeded to tell their dealers just how good the new Victor is and what a terrific impact it is going to make in the markets of the world.

To help put over their message Vauxhalls called on the services of the band of the Grenadier Guards, Arthur Askey, the Kordites, Billy McCormack and the George Mitchell Choir. They contributed to a 2½-hour programme produced by Ralph Reader, who also wrote a number of songs in honour of the Victor.

In its standard form the new car will cost £728 17s., including tax. A de luxe version, to be known as the Victor Super, will sell for £30 more, including tax. If we ignore "face lifts," it is the first new Vauxhall for about six years. As the engine is in the 1½-litre class I suppose the Victor will eventually replace the present Wyvern. It is a smaller car and through not having to work at full pressure all the time the engine should give good fuel economy. The styling conforms to modern practice and the makers claim it to be the first car in Europe to have a panoramic windscreen.

The size and conventional characteristics of the Victor will come as a surprise to those who have been freely predicting a "baby" Vauxhall of revolutionary design. Mr. Copelin made an interesting comment on this point at that celebration party. "All our design and manufacturing studies indicate," he said, "that there is a minimum car size—what we in the industry term a minimum packet size for optimum value. To try to shrink a car below that size takes out value much faster than it takes out cost."

All the same, the British Motor Corporation seems to be doing quite well with its Austin A 35 and Morris Minor, the smallness and economy of which continue to appeal to many motorists. Realising that the owners of even petrol-shy cars like the A 35 talk and dream about nothing but fuel economy nowadays, the Austin side of the B.M.C. empire recently, and with commendable enterprise, launched a "Save Petrol" campaign.

Austin owners all over Britain were invited to take their cars to the local dealer for free economy advice. Special A 35 displays with an economy theme formed a prominent feature of the campaign. I was interested to read, in the firm's announcement about the campaign, the following warning about the so-called fuel economy devices I wrote about in my last article. "When Austin engines are designed," the company stated, "a careful balance is struck between performance and economy and one cannot be increased without adversely affecting the other. In fact, it would be possible to damage a car mechanically by carrying out unauthorised 'economy' modifications."

Last month I wrote about the A 35 and its new 948-c.c. engine. I have now had an opportunity of trying out the Morris Minor 1000, which has the same lively power plant. Like the A 35, it is a greatly improved car. It is livelier; you can see better through the bigger windscreen and rear window; and the gear-box now matches the famous little car's other virtues. I like the new gear-lever, but what a pity the driver has to reach so far for it. Full marks for the interior light, which really does its job; for the neat, well-finished facia; and for the comfortable bucket seats.

I was glad to find semaphore-type trafficators on the model I tested, but they should be self-cancelling. The petrol tank is too small (only 5 gallons) even for a car which squeezes so many miles out of a pint, and I do not think it should be necessary to prop open the luggage locker lid by hand. The car I tried was a four-door model and I thought the doors should be made to open a little wider. Price of this model is £638 17s., tax included. The two-door version is £36 cheaper.

Registrations of new cars in Great Britain last year dropped to 399,675 from the record 1955 figure of 500,857. That is a decline of about one-fifth, and reflects the 22 per cent. drop in British car production over the same period. Yet 1956 still ranks next to 1955 in the number of new cars coming on to the roads of Britain in any one year.

Here are a few more figures—about hire purchase this time. Towards the end of December the initial deposit required for cars was reduced from 50 per cent. to 20 per cent. This relaxation gave a pronounced lift to hire purchase business in January, particularly to used cars. Used car H.P. deals jumped 142 per cent. on the December figure (by 19,981 to 34,086) and by 58 per cent. on January 1956. Sale of new cars on the "Never-never" rose to 4,146 from the December figure of 2,432, but it was still well below the 6,782 H.P. contracts recorded in January of last year.

It should be worth while paying a visit to the Tea Centre in London's Regent Street any time between April 11 and May 4. During this period there will be free admission to an exhibition, entitled "The Age of the Motor-Car," which the Royal Automobile Club is staging as part of its diamond jubilee celebrations. It will consist mainly of paintings, but there will also be historical relics, photographs and scale models of famous cars. Among the artists represented are Leslie Carr, Gordon Crosby, Terence Cuneo, Bryan de Grineau, Gordon Horner, Robert Johnson, George Lane, Roy Nockolds and Frank Wootton. The exhibition will later go on a provincial tour. Among the towns in its itinerary are Coventry, Blackpool, Scarborough, Leicester, Bristol, Portsmouth and Brighton.

Each year the R.A.C. awards the Sir Malcolm Campbell memorial trophy to the British competitor who, driving a British car, in the Club's opinion achieves the outstanding performance of the year in any form of motor sport. It has been decided that for 1956 it shall go to Mr. Ronnie Adams, the Belfast textile manufacturer who won the Monte Carlo Rally in a Jaguar Mark VII saloon. It was the first time a Jaguar had won the rally and the fourth victory by a British driver in that event. Previous winners of the trophy include Ian Appleyard, Sydney Allard and the late Ken Wharton.

Another trophy for which the R.A.C. tries to find a worthy winner each year is that presented by Sir Thomas Dewar in 1904 for the year's most outstanding technical performance in the field of engineering. The trophy was last awarded in 1952 to the Rootes Group for the success of their Sunbeam in the international Alpine Rally.

Once again this year the R.A.C.'s technical and engineering committee has decided that no performance of sufficient merit has come to its notice to justify the award. I applaud the Club's policy in this matter. How much better to be selective than to scratch around for someone to hold the trophy as a matter of form.

Next April twelve vintage cars of British make are off to the U.S. to compete against a team of thoroughbred American cars of similar age. The British cars will be driven by members of the Vintage Sports Car Club. Their opponents belong to the Veteran Motor Car Club of America. In a rally in 1954, which started at Edinburgh and ended at Goodwood, the British team won.

Five members of that successful team are going to America with the same cars. They are: Messrs. H. J. Clarke, Rochdale (1925 Alvis), who put up the best individual performance in the 1954 rally; S. J. Skinner, Basingstoke (1910 Rolls-Royce); F. Hutton-Stott, Newbury, Berks (1913 Lanchester); A. T. Pugh, London (1928 Frazer-Nash), and T. P. Breen, London (1929 Bentley). These and seven others were chosen from among 120 applications. The rally programme includes hill-climbs, endurance tests and beauty competitions.

ROLLS-ROYCE SALES ARE FLOURISHING IN THE UNITED STATES: Sales in 1956 of the Silver Cloud (and also of the Bentley "S" Series) to North America exceeded all previous records by a very considerable margin and the company hopes to make a further improvement this year. At present the Rolls Royce motor-car division's General Sales and Export Sales managers are touring the U.S.A. and Canada. Among the recent "Countryman" adaptations for the two models from Harold Radford Ltd. are a removable division between the front and rear seats and the "Webasto" sunshine roof. These extras to the standard saloon cars cost £95 and £150 respectively.

FROM LONDON TO CAPE TOWN BY ROAD: Michael Wood Power (right), of Ramsey, Hampshire, and David Wickens, of Hereford, are seen beside their Triumph T.R.2 before setting out to attempt a record-breaking run to Cape Town.

A GREATLY-IMPROVED CAR: The increased power for the Morris Minor 1000 is provided by a B.M.C. 950-c.c. engine with an 8·3 to 1 compression ratio. The 1000 now has a bigger windscreen and rear window.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

PEOPLE IN THE NEWS

A Selection of Portrait Pictures from Three Continents

A TRIBAL RULER IN ADEN: The Amir of Dhala rules over a region of the Protectorate near the Yemeni border, which has been the scene of many raids by Yemenis and dissidents. It was in his area the R.A.F. recently destroyed a village as a reprisal for an ambush of a patrol of the Cameron Highlanders in which two British soldiers were killed.

On right—

AN AMERICAN BOY'S WORLD RECORD: Leonard Ross, aged eleven, holds the cheque for 64,000 dollars (£22,900) which he had just won in a television quiz of the Columbia Broadcasting System in New York. With him is seventy-eight-year-old Mrs. Alice Morgan, of Bristol, Rhode Island, his opponent whom he had beaten in the quiz. The boy, who comes from Tujunga, California, won 100,000 dollars in a National Broadcasting System quiz last year. His total of 164,000 dollars makes him the biggest money-winner in the history of radio and television shows. This prodigy made his record by answering questions on stock markets.

AN IMPORTANT DINNER IN LONDON: Mr. Harold Macmillan, General Norstadt, the Supreme Allied Commander Europe, and Lord Attlee at the English-Speaking Union dinner in London last week. Lord Attlee presided and the Prime Minister and General Norstadt made the main speeches of the evening. Both took as their themes Anglo-American friendship and NATO.

SIR JOHN BARBIROLLI RETURNS TO THE CONCERT STAGE: He sits to rehearse the Hallé Orchestra for a concert at the Festival Hall in London. It was the first concert Sir John conducted since he suffered a serious illness and underwent an operation in Manchester last August. The conductor showed himself to be full of vigour, especially in the Fifth Symphony, by Carl Nielsen. The programme also included Chopin's F minor concerto

A REPUTED HOLBEIN UNDER FIRE: Mr. Leonard Koetser, a London art dealer, examines a print of a painting of William Warham, an Archbishop of Canterbury who died in 1532. The painting, which hangs in the Royal Academy's "British Portraits" Exhibition, is attributed to Holbein, but Mr. Koetser claims that it is only a copy. In addition, he claims that another reputed Holbein, the portrait of Sir Nicholas Carew, is also a copy. Mr. Humphrey Brooke, secretary of the Royal Academy, has said that the pictures concerned "have such a long history that they are obviously very near to Holbein." It has been a matter of expert opinion and argument for a long time as to whether they are by him, or his followers.

ACROSS THE ATLANTIC BY RAFT: A twenty-eight-year-old Manchester shipbuilder, James Wharram, poses at Port of Spain, Trinidad, with two German women who had accompanied him across the Atlantic by raft from the Canary Islands. On left is Merse Burger and right, Jutta Schultze.

The World of Books: By VERNON FANE

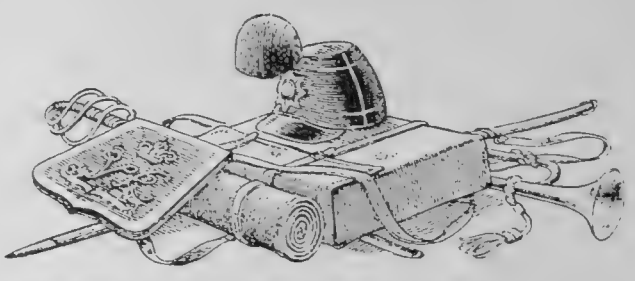
THE ALANBROOKE WAR DIARIES

Sir Arthur Bryant's "The Turn of the Tide"; a Biography of Sir Stafford Cripps; and the Story of the "Lusitania"

THE dedication of Sir Arthur Bryant's magnificent book, THE TURN OF THE TIDE (Collins. 30s.) is worth quoting because it expresses so exactly both the writer's plan and the modesty of his approach. It reads: "For Alanbrooke whose war diaries are the jewel for which this book is the setting." Lieut.-General Alan Brooke, as he then was, began to keep these diaries in September 1939, and each was despatched to his wife on completion—"my evening talk with you on paper," as he called it. Throughout his time of active service, through Dunkirk and through the years as C.I.G.S. when he was in daily touch with Churchill and accompanied him on all his missions, Alan Brooke continued his entries and, what is perhaps unique, has since commented his own diaries, pointing out occasions when he was either mistaken or unjust to a personality. A typical example of this is a story he tells about "a very great man," Ernest Bevin.

On the subject of the Prime Minister the diary is expressive of every opinion from exasperation to devotion and Lord Alanbrooke's final judgment of Churchill is in one simple sentence: "He is quite the most difficult man to work with that I have ever struck, but I would not have missed the chance of working with him for anything on earth." Sir Arthur Bryant is to be most sincerely congratulated on the good sense and the good taste of his selective power and, as always, on the beauty and clarity with which he uses the English language.

The Prime Minister's "most formidable colleague, Sir Stafford Cripps," as Sir Arthur puts it, is the subject of a biography by Dr. Colin Cooke, which is sober, comprehensive and, indeed, highly detailed. Dr. Cooke introduces his subject only after an exhaustive review of the family history, its traditions and its homes, as well as some pages of reflections on greatness in politics. THE LIFE OF RICHARD STAFFORD CRIPPS (Hodder and Stoughton. 30s.) is the story of an amazing man; brilliantly gifted, high-principled and uncompromising in his beliefs. In Churchill's own words, he was "a man of force and fire."



A CENTENARY ACCOUNT OF THE HOUSE OF GILBEY: This chapter heading, by Robin Jacques, has been taken from *Merchants of Wine*, the story of the House of Gilbey, by Alec Waugh (Cassell and Co., Ltd. 18s.). The book concerns the growth of the Gilbeys' wine business, which began in the middle of the nineteenth century with a half-inch advertisement in a London newspaper and has expanded to a company with assets now standing at £10,000,000. Within ten years of their initial venture the two brothers had been so successful that they were able to acquire the Pantheon, in Oxford Street, as a headquarters for their expanding business.

One of the most tragic single events in the First World War was the sinking of the *Lusitania*, the 32,000-ton Cunard liner, which was able to cross the Atlantic in less than five days and was the last word in luxury. When the ship was torpedoed in May 1915, within sight of the Irish coast, it listed heavily and went down slowly by the bows. The lack of organisation was unbelievable—except that it happened—and when, in less than half an hour, the ship finally sank, the death roll was 1,198. Many of these were children and 124 were Americans. Mr. A. A. Hoehling and Mrs. Mary Hoehling who wrote THE LAST VOYAGE OF THE LUSITANIA (Longmans. 16s.) and who have collated many of the survivors' stories, believe that this sinking was a rallying cry and affected the immediate future of Americans.

From the horrors of the near past to the frivolitie. and extravagances of the early nineteenth century when the author of *Vathek* flourished and inspired the building of one of the strangest of English country houses. LIFE AT FONTHILL 1807-1822 (Hart-Davis. 35s.) is a generously designed book which has been composed from William Beckford's correspondence and translated (since many of the letters were originally in Italian) and edited by Mr. Boyd Alexander. Beckford figures among the true English originals and whether he was in London watching a performance of Kean's, "the adored Kean with the voice of a carrion-crow dying of indigestion," or in Paris, or supervising the building of the fantastic and gloomy abbey at Fonthill he is incontestably one of the oddest of the eccentrics.

WOMEN IN A VILLAGE (Heinemann. 21s.) is an odd book, too, but in a very different way, for here Mrs. Louisa Rayner is writing about her experiences during the war when, after the bombing of Belgrade, she, with her Yugoslav husband and her small daughter, took refuge in a country village. In one way this is a volume of great interest to sociologists in another a treat for classicists since the author observed the traditional village life with acuity and relates it gracefully to the world of Homer, Ovid and Virgil.

If ever a writer's hand has kept its cunning, it is Miss Margaret Kennedy's, for she, more than thirty years after *The Constant Nymph*, is still writing very acceptable novels. The latest production is THE HEROES OF CLONE (Macmillan. 15s.), a story about authors and film people in which the film contingent show up at least as well as the group of people whose family history is to be translated to the screen.

HAPPY AS LARRY (Macgibbon and Kee. 15s.) is the ironic title of Mr. Thomas Hinde's clever and equally depressing novel which deals with a youngish man who has a wife and no job. When his wife returns to her parents he makes a series of quarter-hearted attempts to get and keep work but without much success. Commercially he is a flop. Yet on the credit side of his character there is much to be noted. The novel is well worth reading.

THE DEER PARK (Wingate. 15s.) could well be said to have more than a touch of the sordid but here it is not only of the setting but of the mental and moral climate. Mr. Norman Mailer, who is remembered for his startling war novel, *The Naked and the Dead*, writes about a group of Hollywood characters. Not war but sex is the theme in this new novel. There are one or two passages that remind one that Mr. Mailer really is a writer; one of them being a brilliantly described party among tycoons, but the whole book goes on a good deal too long.

The next two novels give contrasted pictures of love and marriage in the Victorian era. Mr. Aubrey Menen bases his extravaganza on a perfectly true story and writes of life in an English harem with a good deal of verve. THE ABODE OF LOVE (Chatto and Windus. 13s. 6d.) is, in fact, a reconstruction of the extraordinary events in the mid-nineteenth century when an English clergyman broke away from his church and started a religion which included the conception of a large harem. The fun palls sometimes in the telling but Mr. Menen does his lively best with it.

BANNS OF MARRIAGE (Constable. 15s.) is a novel about a country community in the 1840's which has some of the decorum but none of the dullness that such a theme might suggest. Mr. Tom Ingram appears to know a great deal about the times of which he writes and the result is a fresh picture of a period generally labelled as the Age of Conventions.

An adventure story and three thrillers close the list of new books for this week. In THE FAR TRAVELLER (Hodder and Stoughton. 11s. 6d.) Francis Gaite writes about film-making in a castle by the Rhine, and the untoward incidents that happen. Agreeably written and not without excitement. A SECRET UNDERSTANDING (Heinemann. 13s. 6d.), by Mr. Merle Miller, concerns a nest of neo-Fascists in New York State and the threat they still represent. THE CASE OF THE FOUR FRIENDS (Hodder and Stoughton. 12s. 6d.) opens and closes in Oxford and the author is that distinguished don, Mr. J. C. Masterman. His book is well planned and only a little wordy. TOP OF THE HEAP (Heinemann. 12s. 6d.) is by A. A. Fair, which is another name of Mr. Erle Stanley Gardner's, and it blessedly has nothing at all to do with Perry Mason. In fact, it 's quite entertaining.

BOOKS IN BRIEF

There are two additions to the revised series of "The Little Guides," published by Methuen at 12s. 6d. each. HERTFORDSHIRE *is by W. Branch Johnson and* SUFFOLK *by P. G. M. Dickinson. Both are excellently illustrated.*

MADEIRA, *by Claude Dervenn* (Harrap. 30s.), *includes seventy-six photographs and a map. It will be an invaluable companion to all who visit the Island.*

T. D. Richardson, world-renowned expert on the subject, has written ICE SKATING (Batsford. 42s.). *He describes with many illustrations the incredible development of the sport in the last thirty years.*

The new book by A. C. Scott, THE CLASSICAL THEATRE OF CHINA (Allen and Unwin. 30s.), *is a companion to his* The Kabuki Theatre of Japan. *As in the earlier volume, the author supplements his authoritative text with his own drawings.*

Simon Fraser, Lord Lovat, that laced courtier of the Jacobite court at St. Germain, and Scottish chieftain with so many of the characteristics of a mountain brigand, was the last peer to be condemned in these islands for treason. Lovat was executed on Tower Hill for his part in the Jacobite rising of 1745. His biographers in the past have taken the view that for the greater part of his career he played a double game between the Hanoverians and the Jacobites. It has been said, indeed, that "his reputation still stinks in the nostrils of all who sniff in the still smoking pyre of his memory." Moray McLaren, who in *The Highland Jaunt* gave us such a delightful picture of Boswell and Johnson on their Highland and Hebridean Tour of 1773, now leaps into the fray on behalf of the much-reviled Lovat. While not exactly defending him, and certainly not whitewashing him, he tells us all about this notorious fellow in a manner calculated to breed a liking for him. LORD LOVAT OF THE '45 (Jarrolds. 18s.) is written with gusto and is the product of most detailed research. The author dwells at length on Lovat's last days in the Tower when the old scoundrel not only cut a most dignified figure but won the admiration of all around him by the immensity of his courage and his great kindliness to all who waited upon him. As has so often happened in history a strange, controversial, unworthy character achieved more in the manner of his going than in all the commotion of his living.

There have been few more thought-provoking books than *Outrage*, which showed us in startling fashion just what we are doing to the face of Britain in the name of progress, amenity and the national interest. Its revelation of decaying towns, pock-marked countryside, and anonymous suburbs shattered the complacency of many and opened the eyes of many more. Now the same author, Ian Nairn, follows up the good work with COUNTER ATTACK AGAINST SUBTOPIA (Architectural Press. 12s. 6d.). This is not a set of pious resolutions, but a counter-attack made up of practical suggestions for bringing modern life to terms with the landscape. Ian Nairn from the outset seeks to straighten out the basic divisions between types of environment, and then suggests a framework for keeping each true to itself and happily distinct from its neighbours. He shows us the town cluttered with road signs and overhead cables, and in a progressive series of drawings indicates how wise committees with a set purpose might set about restoring the unities. What can be done in the heart of towns is equally possible on their soul-destroying perimeters, and the effort is even more rewarding when applied to the countryside where bad advertising and aggressive road signs are ripe subjects for counter-attack. Ian Nairn, as always, is ready to fight ministerial and public inertia and the megalomania of public bodies with every weapon at his command.

TREASON AND PLOT

A Life of Lovat of the '45

What is the pattern and the purpose of the Irish Republican Army, which to many of us on this side of St. George's Channel seems to pursue an almost punch-drunk course? In THE EASTER LILY (Allan Wingate. 15s.) Sean O'Callaghan, an ex-officer of the I.R.A., whose father and grandfather were rooted in the same tradition, tells the story of this bloodthirsty minority which fought against Franco in Spain and flirted with Hitler, all within the space of a few years and all for the hatred of Britain. Sean O'Callaghan's book is packed with detail and revelation. Though it deals with reckless horrors it shows, too, the steadfastness of a minority in a cause which may, unhappily, never die until the Northern Counties are incorporated in a united Ireland.

R. M. Lockley's PEMBROKESHIRE (Robert Hale. 18s.) is an excellent new addition to the series of Regional Books. "Little England Beyond Wales," as the county is sometimes called, is a place of two clearly defined characteristics, the wild, mountainous, Welsh-speaking north and the rich, English-speaking lowlands of the south. R. M. Lockley, who is an expert naturalist, is the ideal author for such a volume about a region which is remarkable for its wealth of sea-birds, seals and marine life.

Finally here are two remarkable and contrasting books about the northland. In TWO AGAINST THE ICE (Hart-Davis. 21s.) Ejnar Mikkelsen recounts the perils and appalling hardships of his expedition to Greenland in 1910, when with only one companion he penetrated the savage wastes of the inland ice-fields. By contrast, exploring in Greenland to-day has a much more orderly way about it, although the hardships are still there in plenty. In NORTH ICE (Hodder and Stoughton. 37s. 6d.) Commander C. J. W. Simpson tells the story of the British North Greenland Expedition of 1952-54. With the aid of a host of photographs in colour and half-tone, he has done a most workmanlike job.

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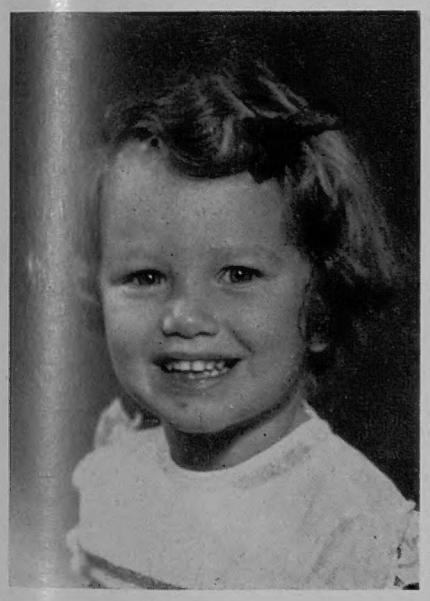

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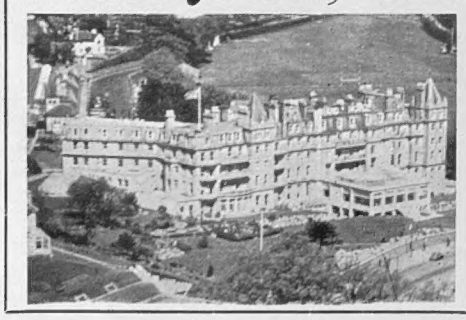

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"FEBRUARY FILL DYKE." Certainly it seemed as if the first day of the second month in 1957 was determined to live up to its reputation. The rain teemed down and a south-west gale buffeted against our car and defied our efforts to conserve petrol.

Old Bosham lies about a mile off the main Chichester-Havant-Portsmouth road. What a sequestered and picturesque yachting centre it is. Here Canute is reputed to have defied the waves. There is a partly-Saxon church, and in the grounds of Critchfield, a typical Georgian residence, is a thorn tree, supposed to be the site of a Cross at which pilgrims halted to worship, en route to Canterbury. Hence Critchfield is probably an adaptation from Cruxfield.

This cosy house was our first objective on this blustering February morn. Guest house or hotel? The A.A. include it in the former category, but for ourselves we prefer to write of Critchfield without any appendage, just as we talk of Uplands at Aldeburgh, Monksmead at West Runton and that ducal guest house, Endsleigh, near Tavistock. The fact is they are Guest Homes, not Guest Houses. The success they have built up revolves around the individuals who run them, and in the case of Critchfield it has built up an enviable reputation over the last seven years entirely due to the personal efforts and culinary skill of its owner, Mr. F. J. Wills, and his sister.

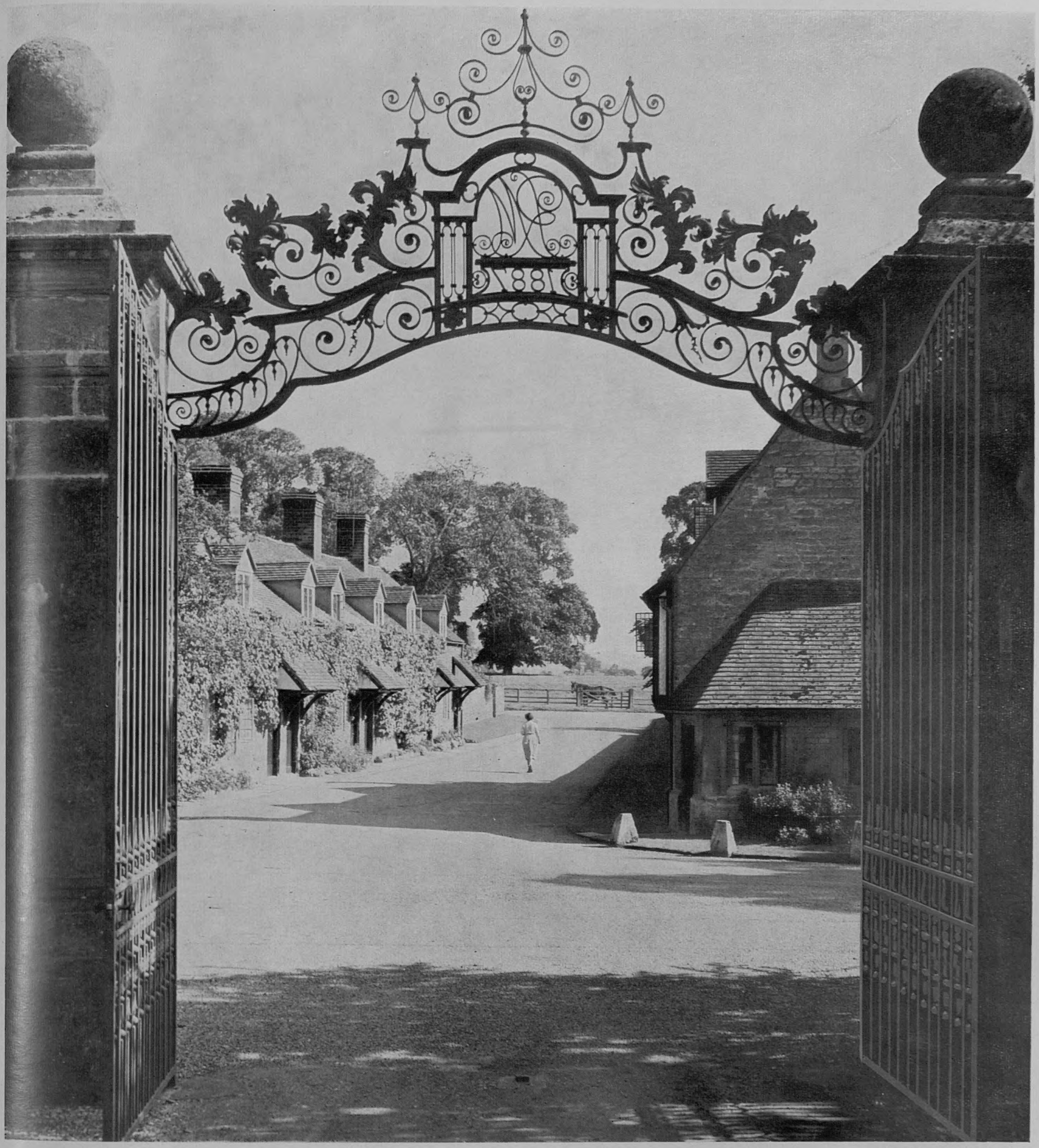
Five double bedrooms and two singles is the extent of the bedroom accommodation in the house. In spring or summer we would be attracted to the chalet and studio bedrooms across the old-world garden. There mulberry and apple trees rest happily and a deep-throated thrush was near bursting-point in emphasizing that springtime was on its way. Well-polished antique furniture adorns each room and corridor of Critchfield. Additional to the small dining-room we viewed another attractively and originally furnished in contemporary style. There were also two small lounges, one reserved for television-lovers. Mr. Wills is justly proud of his kitchens (he is responsible for all the cooking), while Crissy, the black cat, told us that all visitors to Critchfield were lucky to have in Mr. Wills such a good cook. That we shall look forward to sampling later on, for we are encouraged by the knowledge that Critchfield, which is open throughout the year, does some forty to fifty lunches at week-ends and some hundred afternoon teas in the summer. And, importantly, Mr. Wills does NOT take coach parties.

The rain had ceased as we reluctantly left Old Bosham and headed for Southsea, which is the residential and recreational centre of Portsmouth. It has, too, a considerable holiday appeal, for life here is never dead, as it is in some seaside resorts, for there is constant life on the busy Solent. Southsea's biggest hotels are The Queen's and The Royal Beach, but our objective was the 40-bedroom Pendragon, of which we have had excellent reports since it came under the ægis of the Trust House organisation. It was a pretty derelict building when they acquired it and if they got it for a song they must have spent many thousands of pounds in rehabilitating and in furnishing. The latter struck us as most pleasing. Once four separate houses, the architect and whoever was responsible for the interior decoration has achieved a homogeneous whole, and we had particular praise for the handsome dining-room, and the upstairs and downstairs Skylark bar and the quietly-furnished bedrooms, some of which had their private bathroom. Like all Trust Houses, white paint has been lavishly used in the corridors. This not only makes for brightness and shows up the well-selected furniture to good advantage, but it is also a deterrent to staff who might otherwise be content to sweep dust into hidden corners. After viewing the well-ventilated and arranged kitchens we were the more sorry that a previous engagement precluded us from stopping for lunch.

The rain had entirely ceased as we left Portsmouth and headed for Southampton, the New Forest and Bournemouth. There was a patch of blue sky of sufficient size to make a pair of Dutchman's trousers, by which we knew fine weather lay ahead. And so it proved. The sun emerged and was at times a menace as we drove across the New Forest, and when we reached that old favourite, Harbour Heights Hotel, overlooking Sandbanks and Poole Harbour, once again we appreciated that this hotel was still one of our seven heavens. It was a year since we had last stayed there. How pleasant it was to find we had been allotted the same room (No. 3), with its private bathroom and balcony view over Brownsea Island and Poole Harbour. Whatever anyone else may claim, there can be no more perfect vista by night or day. Well we can believe it that Turner painted many of his famous sunsets from the site on which the present Harbour Heights Hotel stands.

Not only was it pleasant to have the same bedroom but to greet once more Mr. Jacob, head waiter, our table waiter and chambermaid of a year ago. Then the new cocktail lounge was in course of construction. Now we found it open, a great credit to Mr. and Mrs. Norman Macleod, for it is both attractive and original. The wicker chairs and tables came from Madeira. Contemporary printed curtains, numerous brightly-coloured cushions and unusual wall lighting all provide eye attraction and make a pleasing prelude prior to repairing to the restaurant for *table d'hôte* or *à la carte* meals which are served up to 11 p.m. A pleasant spot, whatever the time of year.

Homeward-bound, we stopped at East Close Hotel, Hinton, on the Christchurch-Lyndhurst road, for lunch. Always a gracious atmosphere has pervaded this country house, and this is the more noticeable since its present owners took over about a year ago. Only four miles from the sea at Highcliff, within a short car run from Brockenhurst Station, where most of the fast express Waterloo–Bournemouth trains stop, East Close should be kept in mind for spring week-ends, Easter and annual holidays. The bedrooms are now most attractive. The whole house exudes warmth and restfulness, and the resident directors, Mr. and Mrs. Hoskins, have a profound knowledge of food and wine.



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